1979

GENERAL COMPETITION RULES

Sports Car Club of America, Inc.
P.O. Box 22476
Denver, Colorado 80222

1979 EDITION

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FOREWORD

Effective January 1, 1979, all editions of the SCCA General Competition Rules are superseded by the following SCCA General Competition Rules.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, and to promulgate special rules in emergency.

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1979 SCCA
GENERAL COMPETITION RULES

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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 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 CSI (Commission Sportive Internationale)

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 sportsmanlike 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 Director 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 Governors 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 of the propulsion.

2.11 Fuel

Any grade of gasoline. Gasolines consist entirely of hydrocarbon compounds. Gasoline may contain anti-oxidants, metal de-activators, 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 two-cycle engine oiling systems.

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.

2.23 **Suspension Stabilizer (Axle Locating) Device**
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 affecting 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.

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 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 at least 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.

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 Race Chairman 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, acknowledgment 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 leas 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.

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 mark 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 applies 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

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

a. EVENT LIABILITY (including contingent, products and

cross liability) for bodily injury and property damage: $1,000,000 per occurance Combined Single Limit

b. PARTICIPANT ACCIDENT

	Pro Series Events	SCCA National and FIA Listed Events	Regionals and Driver's Schools
Accident Death & Disbursement	$20,000	$12,500	$7,500
Blanket Medical Reimbursement	$20,000	$12,500	$7,500
Weekly Indemnity up to 104 weeks (excess of 7 days)	$ 100	$ 75	$ 75

SCCA requires that all speed events sanctioned by the SCCA will be insured by insurance policies which are at least equivilant in coverages and amounts to the current SCCA Master Insurance Plan. 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.

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

1. A fully worded and identified policy (or policies) of insurance will be forwarded to members of the National Insurance Committee so that receipt of the policy (or policies) will occur not less than thirty (30) days prior to the scheduled commencement of the event.
2. If such fully worded and identified policy (or policies) or insurance is not received by the Executive Director by a date thirty (30) days prior to the scheduled commencement of the event to be insured, the Executive Director

shall cause the event to be insured 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 Executive Director shall cause the event to be cancelled.

At all SCCA Sanctioned events requiring drivers to hold a National of Regional Competition License of 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).

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 othe 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. Race events: one doctor—non-driver participant) and one Registered Nurse.
Driver School events: one doctor—non-driver participant).

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 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.

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 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.

Regional and Restricted Races—Divisional License minimum for above Chiefs of Specialty.

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 orgnizers have the right to refuse an entry a their discretion without giving a statement of reason for refusal. Such refusal is final and not subject to appeal.

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 fees. 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 approximately 30 minutes.

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 oversubscribed 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. 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 Champion Spark Plug Road Racing Classic open by invitation to the highest placing drivers in the National point Championship series held in each Division. The Champion Spark Plug Road Racing Classic 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 1979 CSPRRC will be held at Road Atlanta, Ocotober 21st thru 28th.

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 competition licenses issued by other SCCA-approved organizations.

The classes of automobiles eligible to compete in Regional events shall be those recognized in Appendix A of the GCR.

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 SCCA approval, on the same program 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 drivers 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 fees 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 only, and organizers shall not offer, participate in the offering, or publicize any financial awards based upon or affected by finishing position. In other SCCA-sanctiond 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 available 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 (fastest qualifier) shall be to the inside with respect to the first turn past the starting line.

Cars unable to start when the field is dispatched by the Chief Steward or Starter, 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. 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, 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 race 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.

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.

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 Supplementry 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 comple-

tion, 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

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, P.O. Box 22476, Denver, Colorado 80222. (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 Director 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 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 events, 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 approved by the SCCA, worn with underwear of an approved material.
b. Crash helmet approved by the SCCA (Snell) with 1970 or later Snell sticker. The back of each driver's helmet must be labeled as follows: name, age, blood type, allergies, date of most recent tetanus immunization and any other pertinent medical history, i.e., diabetes, etc.
c. Gloves made of leather and/or other fire resistant material approved by the SCCA, and containing no holes.
d. Socks made of fire resistant material approved by the SCCA.
e. Drivers with beards or mustaches shall wear face shields of fire resistant material approved by the SCCA. Hair protruding from beneath a driver's helmet must be completely covered by SCCA approved 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. Shoes 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 approved material. Double-layer face shields are recommended.

The SCCA has approved the following fire resistant materials: Dupont, Nomex, Simpson Heat Shield, Kynol, Leston Super Protex, FPT Linea Sport, Fiberglass (Beta fabric), Durette (X-400) and Fypro. Additional materials may be approved and announced during the year.

The following **Suit Systems** are also approved.

1. Three layers comprised of Neoprene coated five-ounce Fypro; Fypro six-ounce needle punch; and an inner layer of five-ounce Nomex.
2. Two layers comprised of an outer layer of woven filament five-ounce Nomex and an inner layer of Kynol quilting.
3. Three layers comprised of I.W.S. outer garment and two layers of I.W.S. knitted wear.
4. Two layers comprised of an outer layer of five-ounce Fypro filament and an inner layer of six-ounce Fypro needle punch.

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 Division 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 Physician at the event.

4.10 Driver Review

The Divisional Executive Steward is authorized to convene

a first 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 or clear him. The driver shall have the right to appeal this first 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 B through H
Sports Racing Category	Classes A, C, D and Sports 2000 (Sports 2000 Regional Class only)
Sedan Category	Classes A through C
Showroom Stock Category	Classes A through C
Formula Atlantic	
Formula Continental	
Formula Vee	
Formula F	

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, provide 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 Sedan classes.

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

All automobiles shall run in one class/category only during an event, unless otherwise permitted 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 starters remains at 2.5 or more per event.

When the average falls below 2.5 for any full year, the class will be allowed one additional year to bring the participation level above the 2.5 level 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 starters 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 by 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 log book shall be issued by the Regional Executive or his designated representative. 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 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 be 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 Physician
Chief Observer
Chief Pit Marshal
Chief Grid Marshal
Chief Paddock Marshal
Press Officer
Chief Registrar

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

At every event there shall be at least two Stewards of the Meeting, an Assistant Chief Steward-Safety, a Chief Race Physician and a Chief Steward in addition to other officials as necessary.

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, Asssistant Chief Stewards, the Chief Starter, the Chief Timer and Scorer, the Assistant 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 interests 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, or disqualification from the event. In non-FIA events, they may suspend competition licenses for periods not exceeding six months.
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) Authorize a re-run in case of dead heats.
8) Modify the position of the starting or finishing lines where necessary to ensure the safety of drivers and spectators.
9) Amend the results of a competition:
    i. Based on a correction or error by the Chief Timer and Scorer.
    ii. To take into account a time penalty against a competitor.
    iii. To change the sequence of finishing position in case a competitor is disqualified. The sequence of finishing positions otherwise may not be altered as a means of penalizing a competitor.

10) Postpone a competition for reasons of safety or forces beyond their control
11) Recommend loss of accrued points to an appeal court.

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 Director 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.
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.

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 before or during the race event.
j. Order removal from the course any entrant or driver 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 acknowledgment 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 postrace and pre-race inspections is required at all SCCA race events.
k. Arrange, in conjunction with the Chief Race Physician, 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 estab-

lishment 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, he 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 promptly 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 and the Supplementary Regulations. Specifically, he shall:

a. Inspect and certify that automobiles 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.

6.18 Chief Race Physician

The Chief Race Physician shall be responsible, in conjunc-

tion 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 liason 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, crews 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 racing accidents, to be furnished to the Club Insuror and forward copies to the National Office. Note: He will notify, as soon as possible, the Club Insuror, via telephone, of any major accident(s) which involve injury(ies) to participants and/or spectators. 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.

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.

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:

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

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 first 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 Director 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 **Suspension of SCCA Competition Privileges**

Suspension of SCCA competition privileges (maximum: six months by SOM or other first court) may be imposed by the Stewards of the Meeting or other court. 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.

7.9 **Loss of Accrued Points**

Loss of accrued points may be imposed by an SCCA Court of Appeal.

7.10 **Expulsion from SCCA**

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

7.11 **Loss of Award**

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

7.12 **Amendment of Placings and Awards**

In cases as provided under Rule 7.11, 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.

7.13 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 ommission of the organizers, an official, entrant, driver or other person connected with the competition, which is considered to be a violation of the GCR, except that they shall have no right to protest against a refusal of entry.

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 Stewards of the Meeting, or to the Chief Steward 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 expense 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.

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 completion. 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.

b. A protest against handicap or starting position shall be lodged immediately after announcement of handicaps or starting positions.

c. A protest against any mistake or irregularity occuring 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. 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 withheld 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 appeal court. 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 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 of Appeal

Any person, or organization shall have the right of appeal against the decision or penalty affecting him given by the Stewards of the Meeting or other first court, provided he gives notice of appeal in accordance with the GCR. These rules contain no provision for reopening an Appeal Court or convening a Third Court.

9.2 Jurisdiction of the SCCA

The SCCA shall appoint a final Court of Appeal to settle any dispute arising out of any SCCA-sanctioned event. No member of this court shall have taken part as competitor, driver, or official in the competition concerning which a decision is to be given, or shall have been directly or indirectly concerned in the matter under consideration.

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 has 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 Effect of Lodging Notice of Appeal

Lodging notice of appeal shall not affect the validity or operation of any decision, penalty or sentence appealed against. However, 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.

9.5 Form of Appeal

Written notice of appeal, signed by the appellant, specifying the grounds for appeal, and including an appeal fee of $100.00 shall be received by the SCCA Director of Club Racing or

Professional Racing, according to the classification of the event, within 10 days after announcement of the decision. An appeal may be withdrawn without penalty.

9.6 **Hearing Appeal**

After receiving the notice of appeal as described in paragraph 9.5 and reviewing any other pertinent evidence, including the SCCA Observer's Report, the Director of Club Racing and the Director, Court of Appeals, will decide whether the appeal is well founded or not, and therefore, whether it is, or is not, to be heard. In the event of disagreement, a third party (normally the Divisional Appeal Court representative, from the Division where the event was held) will be contacted to break the deadlock. They shall also decide whether the appeal fee is to be retained or returned in the case of an appeal which is judged to be not well founded, whether or not the appeal is heard. For Professional events, the Director of Professional Racing replaces the Director of Club Racing.

If it is decided the appeal is to be heard, the Divisional Appeal Court representative from the Division in which the event was held will normally be authorized to convene a Court, to give adequate notice of the hearing to all parties affected and concerned. All parties concerned are entitled to call witnesses, present other evidence of their choice and may state their case(s) personally or be represented by advocate(s).

9.7 **Judgment of Court of Appeal**

The Court of Appeal may decide that the penalty or other decision of the first Court appealed against may be nullified, mitigated, left to stand, increased, or a new penalty imposed, but they shall not order a competition to be rerun. The Court shall order the return or forfeiture of appeal fees. The Court shall direct the disposition of protest fees and teardown bonds, if any, in those cases where the original Court's decision is nullified. The decision as to whether an Appeal Court's finding is to be final and published shall be made by the Director, Courts of Appeal and the Director of Club or Professional Racing. In the event of disagreement, a third party (normally the Divisional Appeal Court representative, from the Division where the event was held) will be contacted to break the deadlock.

9.8 Publication of Judgment

The SCCA shall have the right to publish a judgment of a Court of Appeal and to state the names of all parties concerned. Persons or bodies referred to in each notice shall have no right of action against SCCA or any person publishing such notice.

9.9 Reasonableness of Appeals

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

If an appeal is judged to be not well-founded, the appeal fee shall be forfeited. It it is proved to the satisfaction of the Court of Appeal that the author or an appeal 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.

9.10 Newly Discovered Evidence

An appeal may be reopened within thirty (30) days of publication when information is presented to the Director of Club/Professional Racing and the Director 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 specifiations 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 one or two digits and shall meet the approval of the Chief Timer and Scorer. Three-digit numbers may only 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 Director 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. Each automobile competing in an SCCA-sanctioned speed event must prominently display the official SCCA emblem 4-inch diameter size on both sides of the automobile.

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 inspecting and certifying 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 it comes off the race circuit, at the conclusion of a race or qualifying session, without driver. Platform scales, or individual scales that weigh one axle (two wheels) at a time, are acceptable. The scales must be certified. The scales at the event are the official scales for the event and their availability must be made known 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 within the coachwork (bodywork) and serves no other purpose.

Track is defined as: 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.

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

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.

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. Racing tires — designated as such by the manufacturer, or recaps on such racing tires shall be required.

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.

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 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.

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 bars/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 strongly recommended 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. 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 sulate).

2. Halon 1301 or 1211: Minimum 5-pound capacity for in-car integrated installations (manual or automatic release).

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. Recommended minimum material specifications are:

.125 inch SAE 4130 alloy steel alloy
.250 inch mild steel plate
.250 inch aluminum alloy
NHRA approved flelxible shields

v. Detachable hardtops (includes detachable panels, e.g. Porsche 914) and detachable doors (e.g. Lotus Seven) must be removed.

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 may not be mounted in the driver/passenger compartment.

x. Master switch — All cars, except Showroom Stock, must be equipped with a general circuit breaker (master switch) easily accessible from outside the car. This cir-

cuit breaker will cut **all** electrical circuits (ignition, fuel pumps, lights, alternator, etc.) but not an on-board fire extingusher. 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. Plexiglass 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 ision.

bb. Window safety nets must be used on the driver side

window of all closed cars except Showroom Stock, where they are permitted but not required. The window net must be equipped with a quick-release device. If attached to the door rather than a roll cage, the door should be pinned shut.

cc. Header tanks and unshielded water lines may not be exposed to driver. "Aeroquip" lines are considered to be shielded lines.

1.5.2 Batteries

If the battery is located in the driver/passenger compartment by the manufacturer, it must be in a leakproof container or be fitted with leakproof caps. 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

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/SCS. Free fuel filler location is allowed with installation of an SCCA-approved safety fuel cell.

Installation. Internal body panels may be modified to accomodate 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 bulkhead must prevent exposure of the driver to the safety fuel cell.

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 a positive locking

type and does not incorporate an unchecked breather opening. If the fuel 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 Sedan Category cars. Fuel cell vents may 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 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 Sedan Category)

A spoiler may be fitted to the front of the car below the horizontal centerline of the front wheelhubs. (An intermediate mounting device may be used on cars whose front body work is above the centerline or the wheel hubs.)

It shall not protrude beyond the overall perimeter of the car as viewed from above, or aft of the forward-most part of front fender opening (cutout).

Openings are permitted for the purpose of ducting air to the brakes and/or oil coolers.

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 events participation, and who additionally desire to im-

prove 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 a 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, 1979 for 1979 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. Note: There shall be no changes in specification or classification in any production automobile that has been out of production for eight consecutive years. Effective beginning January 1, 1982.

c. Production Category automobiles shall be recognized according to the manufacturers' complete designation, including the name, model, model number and engine displacement.

Under the SCCA Production Category rules, optional equipment is not recognized. The recognition policy and form does, however, contain a provision for requesting alternate transmission ratios, differential ratios, 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, but without driver.

Track is to be measured per GCR Appendix A, 1.5.

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 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. Interior door panels may be substituted with panels of nonflammable material. The driver's seat may be replaced with any suitable seat. Passenger seats may be removed completely. Seat head rest(s) may be removed. Seat mountings may be reinforced.

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 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 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 mechanisms may be removed. On closed cars, window glass, channels, vent windows and window winding mechanisms may be removed from the side doors.

6. Bumpers may be removed, except when it (they) are an integral part of the coachwork (ex.: Porsche 911) in which case, it (they) may be replaced with replica(s) of a different material. If the bumper is removed, all projecting hardware such as brackets and fixtures must also be removed Bumper bracket holes in coachwork may be covered, provided such covering serves no other purpose. No substitute bumpers are allowed except as specified above. 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 headlight 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 (or the original location) of the standard covers.

8. The addition of a bulkhead between the driver/passenger compartment and the compartment containing the fuel tank.
9. Polycarbonate rear windows and rear quarter windows, minimum ⅛ inch thickness, are permitted on all closed production category cars.

B. Tires, Wheels, Brakes, 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, provided that the fender opening profile (approximate 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 may not extend beyond the fender opening at the highest point of the tire.

   Spare tires may be removed, unless the Supplementary Regulations for an event specify otherwise.
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. The make and type of shock absorbers, but not their number, or their system of operation (i.e., lever or telescopic), or their system and points of attachment.

Shock absorbers may have load bearing capacity, e.g. gas filled or "coil over."

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, 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 may not be modified other then for truing.
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, 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.
7. Suspension bushings may be replaced by others of a different material provided they are of the same type and size. Offset bushings are permitted including adjustable type.
8. The additon or substitution of any anti-roll bar, camber compensating device and/or suspension stabilizer (see terminology 2.23) is permitted, provided there are no other changes in the standard suspension or drive train. Components may extend into 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. 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. 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 changed. The wheelbase of the auto shall not be changed or relocated in a fore/aft direction.
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.) may 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. mag-

neto) remains the one provided by the manufacturer. Transistor 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 of voltage (12 volts maximum) of battery(s) provided its (their) voltage remains unchanged. Battery may be relocated except to the front driver/passenger compartment, provided it is securely mounted in a non-conductive (marine-type) box.
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. Float(s) may not be removed or altered to produce a floatless type carburetor(s).
   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 meter.

ing 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.

c. For all new cars recognized January 1, 1974, and after: 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 these Rules.

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 may be made in the internal or external coachwork, 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 alternation to the turbocharger except changing the number, type, model, size or location is authorized.
— The fuel metering system (carburetion or fuel injection) may be modified (not substituted) as authorized in 2.2.D.1.a/2.2.D.1.b. 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 (e.g. Aero-quip) line, and provided the number of fuel lines between the tank and the 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 completely removed.

5. Additional shims required for valve adjustment or for maintaining the geometry of a valve train after machining operations will be allowed.
6. The use of alternate engine and drive train components which are normally expendable and considered replacement parts such as seals, bearings, valves, valve guides and valve seats, 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, but not thicker than the standard gaskets.
7. The compression ratio may be increased by machining, using any head gasket or doing without one.
8. Nuts, bolts, studs, washers, etc., may be substituted.
9. 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).
10. Substitute pistons of any material or origin are authorized
11. 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.
12. The use of any exhaust manifold and exhaust pipe.
13. The use of any engine oil filter(s).
14. The ratios of the transmission and rear axle when listed by the SCCA. Addition of a device for locking out reverse gear. Shift linkage may be modified or substituted.
15. 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.
16. Any modifications to or substitution of the clutch is permitted.

17. The use of any limited slip or locked differential except that no substitution of the differential housing is permitted.
18. 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.
19. Use of any pushrods.
20. Use of any oil pan (sump), oil pump(s) and/or oil pick up is allowed. Oil pump(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 but not in the area normally occupied by the front passenger seat. The tank must be isolated so that in case of spillage, leakage or failure of the tank, oil will not reach the driver.
21. 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 car to accommodate its use. Separate expansion tank provided it is mounted within the engine compartment.
22. Thermostats may be modified, removed or replaced with blanking sleeves or restrictors.
23. Generator, crankshaft and water pump pulleys may be altered or replaced with others of unrestricted origin.
24. Use of any external crankshaft vibration dampener is allowed.
25. The use of any engine, transmission and/or differential oil cooler(s) provided it (they) are mounted completely within or under the coachwork 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) provided they do not extend more than 12 inches in any direction from the cooler fins. Front mounted ducting and/or

spoilers shall not extend, to the side, beyond the centerlines of the front wheels, nor above a plane passing through the wheel hub centerlines, nor forward of the most forward part of the front body panel.

26. 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.
27. 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.
28. Any camshaft(s) may be used. Any tappets (cam followers) of the same type and diameter may be used.
29. An engine torque suppressor (steady rod) may be fitted or if one is fitted as standard it may be altered, or replaced.
30. Alternate connecting rods are allowed providing they are of same material as original rods and original geometry and engine specifications are maintained.
31. Alternate rocker arms and attendant assemblies are allowed provided original geometry is maintained. Material(s) is free.

E. Engine, Rotary Piston

1. Any exhaust manifold or exhaust headers may be used. Exhaust pipes and mufflers may be replaced with straight pipe(s). The exhaust system must terminate behind the driver seat.
2. Substitution or modification of the clutch and/or flywheel is permitted provided no changes are made in the diameter of the flywheel.

   The use of dowel pins is permitted.
3. Exhaust emission control air pumps and associated lines and nozzles 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.

4. Engines may not change the capacity of the working chamber(s).
5. The eccentric shaft may be replaced with another of the same basic material, but no changes in eccentricity or journal dimensions are permitted.
6. The rotor is free providing the number of lobes remains unchanged.
7. Alternate rotor housing is allowed only when submitted by the manufacturer and recognized by the Competition Board.
8. It is permitted to lighten, balance or modify in shape (except as restricted elsewhere) by tooling the standard or optional components of the engine and drive train, providing it is always possible to identify them positively as such. Material may not be added to these components unless specifically authorized.
9. The use of alternate engine and drive train components considered replacement parts such as seals, bearings, nuts, bolts, studs, washers and gaskets is permitted provided they are of the same type and dimensions. Concentric bushings may be installed where none are fitted as standard, excepting the ports, but shall not alter the location of any engine or drive train component. Oil and water passages may be restricted or plugged.
10. Any oil pan (sump), oil pump(s) and/or oil pickup is allowed. Oil pump(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 but not in the area normally occupied by the front passenger seat. The tank must be isolated so that in case of spillage, leakage or failure of the tank, oil will not reach the driver.
11. The cooling fan may be modified, substituted or removed.
12. Generator, crankshaft, and water pump pulleys may be altered or replaced with others of unrestricted origin.

2.3 In 1979 Production Category automobiles shall be divided into classes based on relative performance as follows:

CLASS B

Abarth Simca 2000
AMX Sports Coupe 200 thru 1969
AMX Sports Coupe 343 thru 1969
AMX Sports Coupe 390, 1969 and 1970
Corvette 283, 327
Corvette 1978 Indy and 1979 Corvette
Corvette Sting Ray Roadster & Coupe 327, 350, 1963 thru 1977
Corvette Sting Ray Roadster & Coupe 396, 427, 454 thru 1974
De Tomaso Pantera
Ferrari 275 GTB
Ferrari 308 GTB
Ferrari 365 GTB 4 Daytona
Ford Boss 429 Mustang 1969 and 1970
Griffith 200
Jaguar Series 3E
Jaguar XJ-S
Porsche 904
Porsche 911 SC Coupe/Targa Cabriolet 1973-1977
Porsche 911 SC 3.0 Liter
Porsche Turbo Carrera
Porsche Turbo Carrera 3.3 Liter
Shelby Cobra 289
Shelby GT 350, 1965-1967, & 1969
Shelby Cobra 427

CLASS C

Alfa Romeo Giulia TZ
Alfa Romeo Montreal
Datsun 240Z, 260Z, & 280Z thru 1977
Datsun 280Z 2+2
Datsun 280ZX
Ferrari Dino 246 GT
Jaguar Xk-E 3.8, & 4.2 Coupe & Roadster
Mazda RX7

Lotus Elan 1600, S-2, S-4, Roadster, Coupe & Drophead
Lotus Elan Plus 2
Lotus Europa Twin Cam
Lotus Espirit
Porsche 911 T, E, S Coupe/ Targa 1969-1977
Porsche 914/6
Sunbeam Tiger 260
Triumph TR-5 (F.I.)
Triumph TR-6 (F.I.)
Triumph TR-8

CLASS D

Alfa Romeo Spider 2000 & Veloce thru 1979
Austin-Healey 3000 MK I, II, III
Daimler SP-250
Datsun SRL 311U
Elva Courier MK III 1800, & MK IV 1800
Elva Courier MK IV, T Roadster & Coupe
Jaguar XK 120, 140, 150, 3.4 & 3.8
Jensen-Healey & GT
Lotus Super Seven
Lotus Seven Series Four
MGC & MGC-GT
Porsche Carrera 1500, 1600
Porsche 911, L, T, S Coupe/Tagara thru 1968
Porsche 914S
Porsche 924
Triumph-GT-6, GT-6+
Triumph GT-6, MK III thru 1972
Triumph GT-6 MK III 1973-1974
Triumph TR-250, TR-6 (SU)
Triumph TR-7
TVR MK III 1800
Yenko Stinger Coupe

CLASS E

Alfa Romeo Giulia Spider Veloce
Alfa Romeo Giulia Sprint & GTC
Alfa Romeo Spider Duetto & 1750 Spider thru 1971
Austin-Healey BN 4, BN 6 (100-6)
Elva Courier MK I, II, III, 1622
Elva Courier MK IV, 1622
Fiat 124 Sport Spider 1600 (2 Carburetor) & 124 Sport Spider 2000
Lotus Mark 46, 54, 65 Europa
MGB & MGB-GT
Morgan + 4
Opel GT 1900 Model 77
Porsche 356 A, B, C, 1500 & 1600, 6/1600 SC, B Super 90 and Cabeiolet
Porsche 912 Coupe/Targa thru 1968
Porsche 912 Coupe/Targa 1969

Porsche 912 E
Porsche 914/4
Triumph TR-2, 3, 3A, 3B
Triumph TR-4, TR-4A
Triumph TR-4A IRS
TVR MK III 1622

CLASS F
Alfa Romeo Giulietta, Super Sprint & Spider
Alfa Romeo Giulietta, Sprint Speciale & Zagato
Alfa Romeo Giulia Sprint & Spider
Alpine A-110, 1100
Austin-Healey Sprite MK IV 1275
Austin-Healey BN1, BN2 (100-4, 100M)
Fiat 124 Sport Spider thru 1979
Fiat Abarth OT 1300/124 Coupe
Fiat X1/9 1500
Lotus 7+7 America
MG Midget MK III & IV 1275 1500
Morgan 4/4 MK V
Saab Sonett V-4, 97 Sonett III
Sunbeam Alpine
Triumph Spitfire MK III1296
Triumph Spitfire MK IV and 1500
Turner 1500
TVR Vixen
Volvo P1800, 1800S & 1800 ES Sports Coupe

CLASS G
Alfa Romeo Giulietta Sprint, Spider
Alfa Romeo Spider 1300 Junior
Alfa Romeo Junior Z
Austin-Healey Sprite 1100, AN8 (1100)
Datsun SPL 310 U
Datsun SPL 311, SPL 311 U
Fiat X1/9
Fiat 124 Spider 1438
MGA 1500, 1600, 1622
MGA Twin Cam
MG Midget AN2, AN3
Matra MB8, DJET 5 & MB8S, DJET 5S
Porsche 1300
Rene Bonnet CRB/1
Triumph Spitfire, Spitfire Mk II
Turner 950 S

CLASS H
Austin-Healey Sprite Mk I, Mk II (948)
Fiat 850 Spider, Racer—thru 1973
Fiat 850 S Record Monza, 750 GT, 750 Millie Miglia
MG Midget 948
Morgan 4/4 Mk IV
Opel GT 1100

3. SCCA SPORTS RACING CATEGORY

3.1 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 specified herein, but must comply with all other requirements.

Former Forumla A cars may compete in ASR during 1979 in their 1978 (and earlier) Formula A configuration. However, all ASR cars must have appropriate coachwork in 1980.

Cars conforming to the 1979 Can Am specifications may compete in ASR.

3.2 **Classification** — Cars with reciprocating piston engines of two or four cycles shall be classified according to engine displacement as follows:

ASR — Over 1300 cc but less than 5000 cc (stock block, free induction) or 6000 cc (stock block, one 4 barrel carburetor, 1 11/16 inch throttle bores) or 3000 cc (racing engines).

CSR —

Size	Type	Induction
over 850 cc and below or equal to	more than 2 valves per cylinder or	free
1300 cc	2-cycle	
up to 1450 cc	OHC crossflow	carburetors only
up to 1615 cc	Pushrod non-crossflow Pushrod crossflow OHC non-crossflow	carburetors only
up to 1615 cc	OHC crossflow	32 mm Venturis, carburetors only, individual runner intake manifolds (4)—no plenum—no balance pipes

C Sports Racing engines over 1300 cc may be modified as provided for in the current Class B and C Sedan rules, except that both the bore and crank shaft stroke are free providing the appropriate specified displaclement limit is not exceeded. The induction restriction on the 1615 cc overhead cam crossflow still applies. Turbocharging is prohibited.

All engines in class C **over** 1300 cc must be derived from cars listed as eligible for the SCCA Production or Sedan Category.

DSR — Below or equal to 850 cc

Supplementary Regulations for an event or series of events may provide for combining any of these classes.

Supercharged cars shall be classified according to their displacement times a factor of 1.4.

Sports 2000. See paragraph 3.9 for specifications. Note: Sports 2000 has SCCA Regional class status beginning January 1, 1979. Status could be upgraded to National class on an accelerated basis if member response is significant and favorable.

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.

3.3 **Self Starter**

Cars shall be equipped with an automatic self starter and on-board power supply.

3.4 **Brakes**

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.

A separate hand brake (emergency brake) is not required.

3.5 **Coachwork**

All parts of the car licked by the air stream and situated above a plane passing through the center of the wheel hubs.

All external parts of the car which extend above the highest point of either the front or rear wheels (with tires) with the exception of units definitely associated with the functioning of the engine or transmission and the roll bar or roll cage.

Coachwork shall provide comfort and safety for driver and a passenger. All elements of the coachwork shall be completely and neatly designed and finished, with no temporary or makeshift elements. The body shall cover all mechanical com-

ponents, except that the intake and exhaust may protrude.

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.

Neither the safety roll bar, roll cage or any of the units associated with the functioning of the engine or transmission shall have an aerodynamic effect by creating a vertical thrust.

All external projections swinging in a horizontal plane shall have a minimum radius of 1.5 cm. The leading edge of any aerofoil fixed to the front of the car shall not be sharp.

No part of the coachwork, with the exception of the safety roll bar and engine induction system intake(s), shall exceed a height of 115 cm (45″) above the ground with car in normal racing trim, driver aboard. Exception: Cars classified to compete in the Sports Racing category 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.

The maximum width of the coachwork, including all aerodynamic devices, shall not exceed 210 cm (82.68 inches). The minimum width of the coachwork anywhere immediately aft of the front wheels and immediately forward of the rear wheels (normal tire clearance allowed) shall not extend inward beyond a vertical plane connecting the centerlines of the front and rear tires.

The maximum overall length shall be 485.3 cm (195″).

A. Two Seaters

1. Cockpit and Seats —

Coachwork 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 for adjustment for the size of the occupant.

The windscreen and 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 any element of the car or equipment except as provided in these Rules.

Driver and passenger space shall satisfy the following minimum dimensions:

— The inside minimum width of the compartment shall be 40 inches measured at the immediate rear of the steering wheel hub and at right angles to the longitudinal axis of the car, and must be unobstructed and maintained at least 10 inches in a vertical plane. Seats must fulfill the following minimum dimensions:

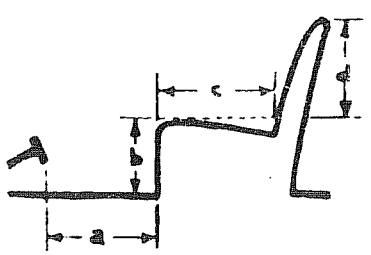


Fig. 1

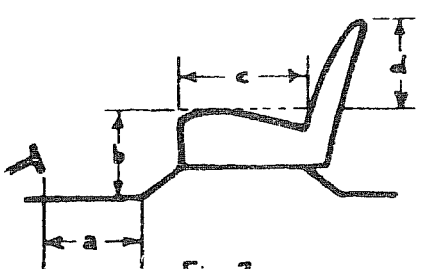


Fig. 2

a is always measured horizontally and parallel to the longitudinal axis of the chassis, between two vertical planes perpendicular to the longitudinal axis and defining from front to rear the open space on a level where such measurement is taken.

For the driver's seat, a is measured on the floor level, or at the bottom of any recess if need be, from the perpendicular of the furthest pedal in the position of rest.

For the passenger seat, the measurement is taken at a height of eight inches above the floor, or at the bottom of the recesses, if need be.

In case of movable seats it is forbidden to alter the position of any seat while the car is being measured.
b is measured vertically from the rear of **a** to the horizontal plane tangent to the highest part of the cushion as shown on the drawings.
c is measured, in the horizontal plane defined above from the upper end of **b**, parallel to **a**, and tangent to the foremost point of back of seats.

The arrangement of the body must be such that:

a+b+c = 43 inches minimum

The minimum width for the foot space for each person must be 10 inches measured at right angles to the longitudinal axis of the chassis.

2. Windscreen —

All cars shall be equipped with a windscreen constructed of transparent material which shall provide equal and adequate protection for both the driver and passenger at all speeds. Windshield wipers are not required. The windscreen shall be symmetrical about the longitudinal axis of the car when viewed from above.

3. Visibility —

Coachwork shall provide visibility for driver and passenger forward and to both sides adequate to racing conditions. Rear view mirror(s) shall provide driver visibility to the rear of both sides of the car.

B. Single Seaters—

1. Single seat Formula car chassis (Ex-FB, FC, FF, FV and FSV) 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 registered vehicle number. Each converted car will have a new vehicle log book (with new pictures); however, the former log book will be securely attached to the new log book. This procedure will enable race officials and

scrutineers to identify a Single Seat Sports Racer as formerly having been a bonafide Formula car.

2. The coachwork as viewed from the side and from above must cover all mechanical components except that the intake and exhaust may be exposed.
3. The drivers seat must be capable of being entered without the removal or manipulation of any part or panel. The cockpit opening must comply with the following minimum dimensions:
   Length: 60 cm (23.622″)
   Width: 45 cm (17.717″) maintained over 30 cm (11.8111″) from the most rearwards point of the seat backrest toward the front.
4. Coachwork shall provide visibility for the driver forward and to both sides adequate to racing conditions.
5. A windscreen of transparent material, fitted to or part of the coachwork, shall protect the driver from wind blast and airborne debris when the car is moving in a forward direction. It is not required that the driver look through the windscreen when seated in normal racing position.
6. Rearview mirror(s) shall provide the driver visibility to the rear of both sides of the car.
7. The following minimum weights are imposed upon single seat Sports Racers (fuel and driver not included):
   CSR — 1125 pounds
   DSR — 800 pounds
   Cars may have ballast added in order to reach these minimum weights.

3.6 General

a. Bulkheads and Tanks—
   Fuel tanks shall be isolated by means of bulkheads and so vented that 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.: Appendix X) are highly recommended in all cars.

b. Fenders—

Fenders shall be firmly attached to the coachwork with no gap between body and fender. Fenders shall be placed above the tires and shall cover them effectively by surrounding at least one third of their circumference. Expanded metal or screen is not considered to be an effective covering. The rear of each fender shall not be higher than a horizontal line passing through the axis of the wheel. The width of each fender shall extend beyond the side of the tires when the wheels are parallel to the longitudinal axis of the car. In case the fenders constitute a part of the body or are partly overhung by the structure of the body, the combination of fenders and body, or the body alone, shall meet the above requirements. Regardless, the area to the rear of the tire must be covered down to a horizontal plane passing through the axis of the wheel and to the full width of the fenders.

c. Loss of Coachwork—

All major body components such as front and rear hoods, fenders, doors, and windscreen must be maintained in normal position throughout an event.

d. Ventilation Slots—

Louvered ventilation slots are permitted. When ventilation slots are viewed 90 degrees from the surface on which they have been located, the louvers will effectively prevent the viewer from seeing through the slots. Ventilation slots may have wire screening, but such screening will not be a substitute for the louvers.

e. Doors—

Doors are optional, provided the coachwork as viewed from the side is not less than 12 inches high and 20 inches long on a longitudinal axis in the area where the door normally would be. The height is measured vertically from the wheel hub centerline upwards, but not including any area above the horizontal plane of the top of the body.

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 **Safety Equipment —**

Shall comply with GCR, Appendix A, Section 1.5.1.

In addition:

a. Batteries shall be enclosed in a covered battery box to prevent leakage or spillage of fluid, and shall be firmly attached to the car.

b. Glass headlight lenses and bulbs on the front of the car are prohibited.

c. All Sports Racing Category cars must provide protection for the lower torso and legs of the driver by means of tubing and/or monocoque structure.

d. Cars will have two red brake lights fitted with 15 watt (minimum) bulbs.

3.9 **Sports 2000 —**

1. Definition.

   Open cockpit two seater sports racing car using a standard Ford 2000cc single overhead camshaft "NEA" series engine, or the 1971-1974 Pinto/Capri 2 liter single overhead camshaft engine (block casting number 70 HM 6015 BA).

2. Safety Requirements.

   All safety equipment must comply with Appendix A.1.5.1 of the 1978 General Competition Rules.

3. Chassis.

   There are no restrictions on the type of construction but no stressed part of the structure may exceed in height 30cm (approximately 12 inches) above its lowest point. No engine oil or water tubes are permitted within the cockpit.

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 20cm (7.9in) a minimum body width exceeding the greatest overall width across the tires less 15cm (5.9in).
   (ii) Exceed in height the top of the tyres over a width of 50cm (19.7in) excepting only cockpit and engine openings. There must be no gap between the main body and the mudguards.

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 plain view must be symmetrical about the longitudinal axis of the car and must be large enough for a horizontal rectangle of 80cm (31.5in) by 40cm (15.75in) 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 40cm (15.75in) width and be positioned symmetrically about the vehicle's longitudinal axis. There must be at least 25cm (9.9in) 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.

f. Maximum height with driver aboard, excluding safety roll-over bar, must not exceed at any time 90cm (35.4in) 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 at the rear. There must be no gap between these surfaces, or any other airfoil, and the main bodywork.

5. Engine.

The only permitted engine is the Ford 2 liter single

overhead camshaft "NEA" series engine or the 1971-1974 Pinto/Capri 2 liter single overhead camshaft engine (block casting number 70 HM 6015 BA), with nominal bore 90.48 mm and stroke 76.95 mm. Production tolerances are permitted providing the total swept volume does not exceed 2000 cc.

a. The camshaft and rockers must remain entirely unmodified; they must be fully manufactured and ground by the Ford Motor Co. It is prohibited to grind from blanks, regrind or reprofile. Tuftriding 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 characteristics of special checking spring: 12 lbs. at 1.417in — 30 lbs. at 1.000in.
b. A standard crankshaft must be used. Spot machining to achieve balance is permitted. Tuftriding, 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 place assembly CP 2511-1 with driven plate CP 2374 or 2374-1. Spot machining to achieve balance is permitted. Flywheel and clutch assembly minimum weight 29 lbs. (13.16kg). A 1600 GT starter ring gear may be fitted.
d. Maximum compression ratio will be controlled as follows:
   (i) Minimum combustion chamber colume 50cc.
   (ii) Standard Ford gasket; minimum thickness .9mm, minimum diameter of cylinder aperature 92mm.
   (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 39.5mm. Maximum dimensions of exhaust port at manifold face 35.5mm x 27mm. The distance between the valve centers and the angles of the valves must not be altered.

f. Pistons must be standard Ford production pistions, 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 (1432.5 grams).

g. Valves must remain standard, no reprofiling is permitted. The original 45 degree seat angle must be maintained.
Maximum face diameter inlet 42.2mm
Maximum face diameter exhaust 36.2mm
Overall length inlet 111.15 ± .5mm
Overall length exhaust 110.55 ± .5mm
Maximum valve stem diameter 8.4mm

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 25.4mm from flange to flange.

j. Maximum valve lift against cam angle with zero tappet clearance: (Lift measured in mm.)

	Inlet		Exhaust	
Angle	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 26/27mm venturi, its origin being from a 1600 GT "Kent" or 2000 SOHC NEA engine. The Holly 5200 32/36 carburetor also may be used. 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 guides, valve seats and cylinder bores by replacement Cast Iron valve guides, valve seat inserts and Cast Iron cylinder liners, 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 free, 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 or 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.

x. Only the standard inlet manifold may 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.

y. Gaskets and seals are free 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 bearings are permitted.

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 or its compulsory retained accessories 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 springs, hubs, hub adaptors, rear hub carriers and bushes.
7. Brakes.
   Aluminum alloy brake calipers are prohibited, otherwise unrestricted.
8. Shock Absorbers.
   Free.
9. Steering.
   Free.
10. Wheels and Tires.
    13in diameter wheels with maximum front rim width 6in and rear 8in 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 drive while normally seated, and contain not more than four forward gears. The ratios are free.
    b. Rear wheel drive, only is permitted.
    c. Final drive ratio is free.
    d. Torque biasing, limited slip and locked 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.
    There must be a liquid tight and fire-proof bulkhead separating the fuel tank(s) from the cockpit.
13. Fuel Capacity.
    31.8 lit. (9 gal.) maximum.
14. Electrical.
    A self starter is mandatory.
    Two stop lights and two tail lights each of at least 15 watts rating must be operable.

15. Weight.
    480 kgs. Minimum. (1060 pounds).

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 may not be applied to more than two wheels.
7. Coachwork: The following aerodynamic restrictions will apply: All external parts of the car which are in the air stream and situated above a plane passing through the center of the wheel hubs with the exception of the units definitely associated with the functioning of the engine or transmission or the safety roll bar.
   a. No part of the coachwork 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 coachwork 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 coachwork 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.
d. Any part of the coachwork 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, may 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 (except for two-seater sports car previously registered with the SCCA and/or conforming to their own specific regulations). 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 1.5mm (.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 3mm (.120″).
3. The minimum thickness of the sandwich construction shall be 10mm (.3937″). The fore and aft fuel tank area, however, shall provide for a crushable structure of at least 100mm (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 35cm (13.78″) after which it may be gradually reduced to 10mm (.3937″).

j. The minimum wheel diameter is 13 inches.

8. Exhaust outlets must be approximately 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 1100 cc and below or equal to 1600 cc. 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.

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.

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 identify them positively as such.

It is not permitted to add any material to these 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 1600 cc.
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 free, and optional.
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 free 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 manufacturer, 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.)

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 may 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″ +⅛″ – ⅝″
Overall length, Minimum — 123″
Overall length, Maximum — 127″
Body depth at firewall, Minimum — 25″
Body width at firewall, Minimum — 34″

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 free.

b. The rear axle assembly shall be standard VW sedan as defined herein with axle location provided by a single trailing 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 1200 cc or 1300 cc VW sedan as defined herein. Wheels may be balanced only by the use of standard automotive balance weights (adhesive or clip-on). Hub cap 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 brake 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. Turbocharging is not permitted.

The engine/transmission shall be mounted in the chassis with the transmission to the rear.

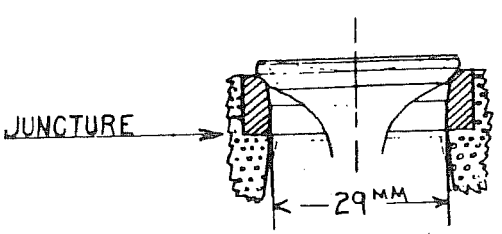
The following component parts may be replaced with that of other manufacture, provided said is of the same material, is dimensionally identical and meets all other tolerances and specifications stated in the GCR:

a. Engine Case
b. Cylinder Heads
c. Cylinders
d. Pistons and wrist pins-minimum combined weight without 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 cooler
h. Oil pump-exact replica of any standard VW oil pump
i. Distributor
j. Ignition points
k. Distributor cap
l. Fuel pump-any standard type VW fuel pump which can be fitted without modification of any other part
m. Crankshaft-minimum weight 16.000 lbs. (7.240 kilograms)
n. Crankshaft gear
o. Crankshaft pulley
p. Flywheel
. Pressure plate
r. Clutch disc

s. Throw out bearing
t. Push rods
u. Push rod tubes
v. Valve covers
w. 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 component 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 exhaust port beyond 33 mm, inside diameter, and the intake port beyond 29 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-volt non-transistorized ignition coil. Mounting location is free.

j. The heat 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.

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 250 cc. 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 permissible 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:

Intake — .334 inch, + 0.000 inch
Exhaust — .3165 inch, + 0.000 inch

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 free 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 may 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 coachwork.

bb. An alternate oil pressure regulator spring may be used when original oil cooler is replaced with an alternate 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
	113 311 275B	23:29	1.26
	113 311 275A	23:28	1.22
4th	211 311 341	28:23	0.82
	113 311 341	27:24	0.89
Ring &	211 517 143A	8:35	4.375
Pinion	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 mtg. bolts
Pinion	311 517 143	4.125	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 may not be installed in an inverted position.
d. The use of a limited-slip differential device is 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 may be no frame/chassis rigidity or strength derived by means other than the frame tubes. Stressed skin, monocoque or semi-monoque 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, may not exceed one inch.

5.9 Body

The body must enclose the engine by surrounding it from a point no higher than the lower edge of each valve cover and extending from the front of the engine to its rear on each side. The top of the rear deck must extend from the back of the

firewall to a point 16 inches to the rear of the centerline of the rear axles, but may have air intake openings. It must be possible for the fan housing to be installed within the bodywork in its standard location. The space formerly occupied by the fan housing shall not be utilized for any other purpose except to permit a throttle cable support bracket (provided it serves no other function), and air ducting which must be totally removable. Nothing other than air ducting and removable roll bar braces can be removed or changed to facilitate reinstallation of the fan housing. (It must be possible to reinstall the braces with the fan housing in place).

The rear trailing arms, coil springs and shock absorbers may 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 back over the trailing arm itself.

The driver's seat must be capable of being entered without the removal or manipulation of any part or panel. Firewall, floor and safety equipment must conform to the General Competition Rules of the SCCA.

The front suspension uprights (shock absorber mounts), shock absorbers and/or trailing arms may 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 utilized and may be attached to the carburetor. Ducting may not be attached in any way to other parts of the engine assembly. Wings (air foils) are prohibited.

Fuel filler necks, caps or lids may 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 ½'' 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-volt battery is permitted.

6. SCCA SEDANS

6.A Class A

6.A.1 Automobile Eligibility

Class A Sedans shall be those makes and models of cars of over 2500 cc displacement which are produced in quantities exceeding 5000 per year and recognized by the SCCA.

6.A.2 Sedan Category Specifications

The SCCA shall publish the Sedan Category Specifications (SCS) containing the official recognized specifications for each car eligible to compete in the Sedan Category.

In case of doubt involving specifications not adequately described in the Sedan Category Specifications, reference may be made to maintenance books, spare parts books, general catalogs published by the manufacturer, MMVA specifications and FIA homologation forms for that make and model.

6.A.3 Required Modifications

The following modifications are required on all cars.

a. All cars must meet the requirements specified in Appendix A, Section 1.5.1, 1.5.2 and 1.5.3 of the GCR.
b. All Class A Sedans must be equipped with a roll cage as described in Appendix Z, Section F of the GCR.
c. Fuel filler neck and cap must be of standard automotive production and located as provided by the manufacturer unless an SCCA approved safety fuel cell is installed, or

an approved dry break system, where upon the fuel filler location is free. The filler must then conform to Appendix X requirements.

d. At least one main door window must be fully open during competition. An open vent window will not suffice.

e. The minimum weight shall be that specified in the SCCA Sedan Category Specifications which are based on the following table:

weight/displacement table

under 200 cubic inch = 2600 lbs.
under 250 cubic inch = 2800 lbs.
under 310 cubic inch = 3060 lbs.
under 366 cubic inch = 3300 lbs.

Supercharged equivalency factor of 1.4 x actual displacemente = theoretical displacement for calculating weight.

f. Any steering system locking mechanism which is fitted by the manufacturer must be removed.

g. Windshield safety clips 3 inches x 1 inch x ⅛ inch must be installed. Three clips must be bolted or riveted to the body at the top of the windshield and must extend over the edge of the windshield. Two clips must be bolted or riveted to the cowl and extend over the bottom edge of the windshield. Clips must be spaced a minimum of 12 inches apart. Rear window must be secured with two straps one inch wide, ⅛ inch thick, bolted or riveted to the body both at the top and bottom of the rear glass.

h. Glass and/or plastic headlight, front parking light, front signal light, lenses and bulbs must be removed. The headlight 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 (or the original location) of the standard covers.

6.A.4 Authorized Modifications

A. General

1. It is not permitted to make any changes, alterations or modifications to the standard automobile, its coachwork and chassis or any component as produced by the manufacturer, unless such modifications are required under 6.A.3 above or specifically authorized by these Rules.
2. Any springs (including torsion bars) on the automobile such as clutch, suspension, etc., may be replaced by others of unrestricted origin, but with no change in the number provided by the manufacturer and on condition they can be fitted without alteration of the original supports or attachments, except as specifically authorized by these Rules (see 6.A.4.C.10 for suspension springs).
3. Where alternate suspension and 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 automobile, such as hood, door and deck lid, may be lightened provided external appearance of the car as raced is not altered and structural

rigidity is maintained, except that the chassis/frame/tub shall not be lightened by chemical removal of metal. Alternate lightweight panels are permitted only when shown in the Sedan Category Specifications.

B. Chassis and Coachwork

1. Bumpers may be removed providing all projecting hardware also is removed except when it (they) are an integral part of the coachwork, in which case it (they) may alternatively be replaced with replica(s) of different material.
2. Rear seat and seatback may be removed. The passenger seat may be removed. The driver seat may be replaced with any suitable seat. A racing type bucket seat providing lateral support for the torso is recommended. Seat mountings may be reinforced.
3. Doors may be pinned, but not bolted, to prevent their opening in case of accident. Pins or straps may be added to engine hoods and trunk lids to supplement or replace the latches. Standard hinges may not be removed.
4. Floor mats and all interior trim may be removed. Interior door panels may be substituted with panels of non-flammable material.
5. In order to provide clearance for wheels, tires and install brake and oil cooler ducting, the interior of fenders may be altered except for the removal of panels separating the wheel wells from the passenger and/or luggage compartments. These inner fender panels may be replaced with any panel of the same material and thickness, as original, that provides the required separation. The exterior contour of the fenders may be altered provided the wheel opening profile, viewed from side of automobile, is not changed. Fender flares of additional and/or alternate material are permitted. The tire tread shall not extend beyond the fender opening at the highest point of the tire.
6. Jacking points may be strengthened, their location may be changed or extra ones may be added.
7. The steering wheel may be replaced and the rake of the

steering column may be altered. A collapsible type of steering column equivalent to Federal Motor Vehicle Safety Standard No. 204 is strongly recommended.

8. Inside door handles, window cranks, window mechanism, and side glass may be removed.
9. The replacement, addition, or removal of accessories, gauges, switches, indicators and other interior modifications for the convenience of the driver and to permit the 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 element of the coachwork or chassis.
10. The windshield wiper mechanism must remain installed and functional as originally delivered, but the wiper arms may be removed.

C. Tires, Wheels, Suspension

1. Wheels

   Substitute wheels of any type or material may be used provided that the following dimensions are met:
   a. Rim width — maximum ten inches.
   b. Diameter — 13-inch, 14-inch or 15-inch (all four wheels must be of the same diameter).
   c. Track — maximum 66 inches, front and rear measured per GCR Appendix A, 1.5.
   d. Wheels must be attached with not less than four studs of equal dimension, equally spaced and equidistant from the rotating axis of the wheel.
2. Spare wheel and tire may be removed.
3. The modification or substitution of front spindles and/or axle shafts, and modifications or substitutions of hubs and bearings is permitted.
4. The addition or substitution of anti-roll bar, camber-compensating device and/or suspension stabilizer, provided there is no other change in the standard drive train components except as authorized elsewhere in these rules. These devices may extend into the driver/

passenger compartment, but must be completely separated and sealed from the driver/passenger compartment by metal panels.

5. It is not permitted to alter the number of shock absorbers, or their systems of operation (i.e., lever or telescopic). The make of shock absorber and its points of attachment may be changed. Shock absorbers may have load bearing capacity, e.g. gas filled or "coil over."
6. Suspension bushings may be replaced by others of a different material provided they are the same type and size. Offset bushings are permitted, including adjustable type.
7. Quick change/knock-off type wheels are not allowed.
8. Spacers (lowering blocks) may be used between leaf springs and their points of attachment on the axle housing. The type and location of the mounting for the leaf spring is free.
9. Production suspension control arms may be reinforced for safety. Length of control arms may not be changed. Suspension mounting location at the chassis including that of suspension springs may be changed.
10. 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 except when approved as optional equipment. The steering gear box may be relocated.
11. The wheel base of the automobile shall not be changed or relocated in a fore/aft direction.
12. The manufacturer's system of suspension must be retained.

D. Electrical Systems

1. The standard battery may be replaced by one of different make and capacity. The voltage of the battery and electrical system shall not be changed. The battery may be relocated but not to the driver/front passenger compartment. The battery must be securely mounted

and if not in the engine compartment it must be enclosed in a non-electrical conductive protective box.

2. The standard generator or alternator may be replaced by either a generator or an alternator of different make and capacity, provided the driving method remains unchanged or it may be completely removed. Mounting brackets may be modified or replaced. Any voltage regulator may be used.
3. The make and location of the ignition coil and condenser may be changed.
4. Any distributor may be used provided its installation does not require any modification of the engine. Magneto ignition is prohibited unless listed in the SCCA Sedan Category Specifications.
5. Transistor ignition is permitted provided its installation does not require any modification of the engine.
6. Any make or type of spark plugs may be used.
7. Additional relays and/or fuses may be installed.
8. The use of any starter is permitted provided it can be fitted without modification to the engine.
9. Wiring harness may be changed or modified.

E. Engine and Drive Train

1. Any exhaust manifold or exhaust headers may be used. Exhaust pipes and mufflers may be replaced with straight pipe(s). The exhaust tail pipes may be partially recessed into the floor panel and lower rocker panel. Cross members to the rear of the engine may be modified but not relocated for the purpose of exhaust system installation only.
2. Substitution or modification of the clutch and/or flywheel is permitted. The use of dowel pins is permitted.
3. 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 the cylinder head, the holes must be completely plugged.
4. Engines may be rebored a maximum of 1.2mm

(0.047") over the standard bore size listed in the SCCA Sedan Category Specifications.

5. 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 their attachment. Additional main bearing cap bolts may be used provided that no material is added to the block for their attachment.
6. The connecting rods may be replaced with any connecting rod of the same basic material.
7. Any crankshaft may be substituted provided the angles of the crank throws remain the same as the production crankshaft and the engine firing order remains unchanged.
8. The cooling fan may be modified, substituted or removed.
9. Any pistons and piston pins may be used.
10. Any camshaft(s) may be used.
11. Cam followers may be substituted, except that roller cam followers shall not be used unless fitted in production.
12. Any rocker arms and rocker arm supports may be used.
13. 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 positively as such. Material shall not be added to these components unless specifically authorized.
14. The use of alternate engine and drive train components considered replacement parts such as seals, bearings, valves, valve guides, valve seats, nuts, bolts, studs, washers and gaskets is permitted provided they are of the same type and dimension. Concentric bushings may be installed, excepting in the ports, where none are fitted as standard, but shall not alter the location of any engine or drive train component. Oil and water passages may be restricted or plugged.

The substitution of valve spring retainers and keep-

ers is permitted. Valve springs are free (including number) as long as the type and location remain unchanged. Any pushrods may be used

15. Generator, crankshaft, and water pump pulleys may be altered or replaced with others of unrestricted origin. The use of any crankshaft vibration dampener is allowed.
16. The compression ratio may be increased by machining, using any head gasket(s) or elimination of head gasket(s).
17. Use of any oil pan (sump), oil pump(s) and/or oil pickups is allowed. Oil pump(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 but not in the area normally occupied by the front passenger seat. The tank cap and all fittings must be isolated so that in case of spillage, leakage or failure, oil will not reach the driver.
18. 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.
19. Any transmission ratios may be used in the standard or recognized optional transmission.
20. Any modification may be made in the linkage between the clutch pedal and the clutch housing including the replacement of mechanical linkage with a hydraulic system.
21. A heavy duty propeller shaft (drive shaft) may be used in place of the standard shaft.
22. The installation of any vent or breather on the engine, transmission or differential is permitted.
23. Any engine oil filter(s) may be used.

F. Cooling System

1. The use of any engine, transmission and differential oil coolers is permitted provided it (they) are mounted completely within or under the coachwork, 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) provided they do not extend more than 12 inches in any direction from the oil cooler fins.

2. The use of any water radiator is allowed provided there are no changes in the coachwork of the automobile to accommodate its use. Separate expansion or header tanks are permitted, provided they are mounted in the engine compartment.
3. Sealing or shrouding the air flow area between the normal grille and the water radiator is permitted.
4. On water cooled cars, thermostats may be modified or replaced with blanking sleeves or restrictors.

G. Fuel Induction System

1. Any intake manifold may be used.
2. Caruretion.
   a. V8 engines must use a single SCCA approved 4V carburetor (Holley model 4150) with a throttle bore size at the butterfly no larger than 1-11/16" diameter. Extensions or additions of material, except for throttle linkage, to the exterior of the carburetor body is prohibited.
   b. Four and six cylinder engines may use any carburetion. Fuel injection is not permitted unless the automobile is equipped with fuel injection as standard equipment. Any modifications may be made to that fuel injection system, except changing the make and model of the fuel metering and/or distribution unit.
3. Turbo-charged.
   Any modifications may be made to such induction systems (change size of turbine or impeller, intercooler, etc.), except changing the number of turbine/impeller units.
4. Any air filter may be used or the filter may be removed. Dynamic air intakes may be fitted on the carburetor. Air may be ducted to the carburetor provided the ducting is contained within the engine compartment and the

air is supplied through normal openings in the coachwork or as specifically authorized in 6.A.3.h.

5. Any fuel pump(s) may be used and the location of the pump(s) may be changed. Fuel pumps shall not be located in the driver/passenger compartment.
6. All fuel lines passing through the driver/passenger compartment must be made of Aeroquip metal braided hose. The number of fuel lines is free.

H. Brakes

1. The use of any dual master cylinders and/or pressure equalizing device is permitted.
2. Servo-assist systems are free.
3. Backing plates or dirt shields may be ventilated or removed and brake air ducts may be fitted provided they extend in a forward direction only and no changes are made in the bodywork. Rear brake ducts may extend a maximum of 24 inches from the disc or drum.
4. The handbrake may be partially or entirely removed.
5. Any brake lines may be used. They may be relocated and may be given additional protection.
6. Brake discs, calipers and/or drums are free provided they are mounted in the same location as the standard brakes.

6.A.5 A Sedans

AMC Concord
AMC Gremlin 2 Dr. Sedan
AMC Hornet
AMC Javelin 1968
AMC Javelin 1969
AMC Javelin AMX 1970
AMC Pacer
AMC AMX
AMC Spirit
Buick Century
Buick Regal
Buick Skyhawk
Chevrolet Camero 1967-69
Chevrolet Camero 1970-
Chevrolet Chevelle
Chevrolet Malibu
Chevrolet Monte Carlo
Chevrolet Monza
Chevrolet Monza Mirage
Chevrolet Nova 1972
Dodge Aspen
Dodge Challenger T/A 1970
Dodge Challenger
Dodge Dart 273
Ford Cobra II
Ford Fairmont
Ford Granada
Ford Mustang 1973
Ford Mustang H.T. 1965-66
Ford Mustang H.T. 1967-68
Ford Mustang Fastback H.T. 1969
Ford Mustang Boss 302 1969
Ford Mustang 1970
Ford Mustang Boss 1970
Ford Mustang II 302
Ford Mustang V-6
Ford Mustang 2.3 Turbo
Mercury Capri 2.3 Turbo RS

Mercury Capri V-6
Mercury Cougar 1967
Mercury Monarch
Mercury Zephyr
Oldsmobile Cutlass
Oldsmobile Starfire
Plymouth Barracuda 1968
Plymouth Barracuda 1969
Plymouth AAR 'Cuda
Plymouth Valiant
Plymouth Volare
Pontiac Firebird (1968), 1970-
Pontiac Firebird Tran-Am® 1970-
Pontiac Grand Am
Pontiac Grand Prix
Pontiac GTO 1964
Pontiac LeMans
Pontiac Sunbird
Pontiac Trans-Am 1969
Saab Turbo

6.B Classes B and C

Class B — over 1300 cc and below or equal to 2500 cc
Class C — below or equal to 1300 cc

6.B.1 Recognition

The SCCA will publish a list of those cars eligible to compete in the under-2.5-liter Sedan Category in the current GCR. No additional automobiles will be added during the current year.

In order to be eligible for recognition in the Sedan Category, a minimum of 5000 examples of each make and model submitted must be produced within a 12-month period. This requirement must be met by June 30, 1979 for 1979 recognition. Cars will be recognized only once each year, and that recognition may be announced in conjunction with the manufacturer's introduction date. In addition, all vehicles must be aproved by E.P.A. and D.O.T. for sale in the United States.

In the Sedan Category, alternate transmissions including those with a different number of ratios may be recognized by the SCCA when submitted by the manufacturer.

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

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 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 may, at any time, discontinue the eligibility of any previously recognized make and model or disapprove any specification or item of optional equipment.

6.B.2 Sedan Category Specifications

The SCCA shall publish the Sedan Category Specifications (SCS) containing the official recognized specifications for each car eligible to compete in the Sedan Category during the calendar year. Sedan Category automobiles may be updated or backdated within the specifications of a recognized make and model as listed on a single page of the SCCA Sedan Category Specifications.

In case of doubt involving specifications not adequately described in the Sedan Category Specifications, the Scrutineers may refer to maintenance books, spare parts books, general catalogs published by the manufacturer for that make and model, or other cars of the same make and model.

The F.M.V.S.S. certification plate riveted to the car on 1972 and subsequent model years shall not be removed.

Cars must meet or exceed the minimum racing weight as listed in the SCCA Sedan Category Specifications. Weight of the car is as qualified or raced, but without driver. Minimum racing weights are computed for the SCCA Sedan Category Specifications by means of the following formula:

Class B	
Rotary Piston	1.0 lb/cc
Pushrod Non-Crossflow	1.0 lb/cc
Pushrod Crossflow	1.05 lb/cc
OHC Non-Crossflow	1.1 lb/cc
OHC Crossflow	1.15 lb/cc
Class C	
Pushrod Non-Crossflow	1.30 lb/cc
Pushrod Crossflow	1.33 lb/cc
OHC Non-Crossflow	1.32 lb/cc
OHC Crossflow	1.35 lb/cc

Deduct .08 lb/cc for front wheel drive in both classes. Deduct .02 lb/cc for each port less than two per cylinder in class C Sedan only.

Additional 0.05 lb/cc factor is added to the above for each valve in excess of two per cylinder. Two-stroke engines shall be computed on the same basis as pushrod crossflow 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.

Minimum weight for Class C: 1000 lbs.

Component parts of the automobile such as hood, door, decklid may be lightened provided external appearance of the car is not altered and structural rigidity is maintained, except that the chassis/frame/tub may not be lightened by chemical removal of metal. Alternate lightweight panels are permitted only when shown in the Sedan Category Specifications.

SCCA Under-2.5-Liter Sedans

For 1979, the following cars are recognized in the SCCA Sedan Category, classes B and C:

Class B

Alfa Romeo TI
Alfa Romeo 1600/1750/2000 GTV
Alfetta 2000
Alfetta GT 2000
Auto Union Audi Fox
Auto Union Audi 100
BMW 320i
BMW 1600-2 and 1602
BMW 2000 TI
BMW 2002 and 2002 TI
BMW 2500
Austin/Morris Marina 1800
Chevrolet Vega
Cosworth Vega
Chrysler Colt
Chrysler Colt 2000
Chrysler Cricket
Datsun PL 510
Datsun 510
Datsun 610
Datsun 710
Datsun 810
Datsun B210 1400 and 1500
Datsun F-10
Datsun 310 1500
Datsun 200 SX
Fiat 124 Sport Coupe 1438
Fiat 124 Sport Coupe 1608
Fiat 124 Special
Fiat 131
Fiat 138
Ford Cortina GT 1499/1598 1967
Ford Lotus Cortina TC 1964/65/66
Ford Loatus Cortina TC 1967
Ford Escort Mexico
Ford Capri 1600
Ford Capri 2000
Ford Capri 2.3L (non-turbo)

Ford Pinto 1600
Ford Pinto 2000 and 2300
Ford Mustang II 2300
Ford Mustang III 2.3L (non-turbo)
Ford Fiesta
Honda Civic CVCC 1438
Mazda RX-2
Mazda S124 A RX-3
Opel Rallye Kadett
Opel 1900 Sport Coupe (57R)
Opel 1900 Models 51 and 53
Plymouth Horizon
Renault 12
Renault 17TS
Saab 99
Saab Sedan V4
Saab Sedan V4 (1698cc)
Saab 99E
Saab 99GL
Subaru 1400 Sedan and Coupe
Toyota Corolla 1600
Toyota Corona MK II
Toyota Celica 2000 and 2189
Toyota Celica Liftback and Sports Coupe
Toyota Corolla Liftback and Sports Coupe
Toyota Carina 1600
Toyota Corona 2189
Triumph T2000
Triumph 2 Litre Vitesse
Triumph 2.5 P.I. Saloon
VW 1500/1600 1967/68/69
VW 1600 1970
Scirocco 1471, 1588 and Rabbit 1471, 1588
Volvo P-544
Volvo 122S
Volvo 142S and 142E
Volvo 242/244 DL

Note: Two mid-year introductions to be announced in SPORTS CAR.

Class C

Alfa Romeo Guilia 1300 and 1300 TI
Alfa Romeo GT 1300 Junior
Alfa Romeo GTA Junior 1300
Alfa Romeo Alfasud
Austin/Morris 850
Ford New Anglia 997 and Ford 123/124E Anglia Super 1200
Honda Civic 1179 and 1237
NSU-1000 (NSU-TTS)
NSU TT1200
Mini Cooper 997
Mini Cooper 998
Mini Cooper "S"1071
Mini Cooper "S" 1275
Austin America 1275
Datsun B(L) 100 (1200)
Datsun B210 1300
Fiat 600D
Fiat 850 Sport Coupe
Fiat 124 1200
Fiat 128
Fiat 128 SL Coupe 1300 and 3P
Ford Escort Super and 1300 GT
Renault 8-R1130
Renault R8 Major R1132
Renault R8 Gordini R1135
Renault 5
Saab 96 Sedan
Simca 1000 Type SD
Subaru 1300
Subaru GL 1267
Sunbeam IMP/Singer Chamois
Toyota Corolla 1100
Toyota Corolla 1200
VW 1300 1965/66
VW 1300 1967

6.B.3 Required Modifications

The following modifications are required on all cars:

a. All cars must meet the requirements specified in Appendix A, Section 1.5.1 of the GCR. It is recommended that

all Sedans be equipped with a roll cage as described in Appendix Z, Section H of the GCR.

b. At least one main window must be fully open during competition. An open vent window does not suffice.

c. There must be a metal bulkhead separating the driver/passenger compartment from the compartment containing the fuel tank. In the event installation of a safety fuel tank includes encroachment into the driver compartment, a bulkhead must prevent exposure of the driver to the safety fuel tank.

d. Any steering system lock mechanism which is fitted by the manufacturer must be removed.

e. Windshield safety clips 3 inches x 1 inch x ⅛ inch must be installed. Three clips must be bolted or riveted to the body at the top of the windshield and must extend over the edge of the windshield. Two clips must be bolted or riveted to the cowl and extend over the bottom edge of the windshield. Clips must be spaced a minimum of 12 inches apart. Rear window must be secured with two straps one inch wide, ⅛ inch thick, bolted or riveted to the body both at the top and bottom of the rear glass.

f. Glass and/or plastic headlight, front parking light, front signal light, lenses and bulbs must be removed. The headlight 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 replacled with metal or fiberglass duplicates, mounted in the original location (or the original location) of the standard covers.

g. The fuel filler neck and cap must be standard as provided by the manufacturer or of standard U.S. automotive production or as provided in Appendix X.

6.B.4 Authorized Modifications

A. General

1. **It is not permitted to make any changes, alterations or modifications to the standard automobile, its coachwork and chassis or any component as produced by the manufacturer, unless such modifications are required under 6.B.3 above or specifically authorized by these rules.**
2. Any springs (including torsion bars) such as clutch, suspension, etc., may be replaced by others of unrestricted origin, but with no change in the number provided by the manufacturer and on condition they can be fitted without alteration of the original supports or attachments, except as specifically authorized by these rules.
3. Where alternate suspension and drive train equipment is authorized, modifications to the car/chassis are permitted to install authorized equipment, provided the modifications serve no other purpose.

B. Chassis and Coachwork

1. Bumpers may be removed providing all projecting hardware also is removed except when it (they) are an integral part of the coachwork in which case it (they) may be replaced with replica(s) of a different material. Bumper bracket holes in the coachwork may be covered, provided such covering serves no other purpose.
2. Rear seat and seatback may be removed. The passenger

seat may be removed. The driver seat may be replaced with any suitable seat. A racing type bucket seat providing lateral support for the torso is recommended. Seat mountings may be reinforced.

3. Doors may be pinned to prevent their opening in case of accident. Pins or straps may be added to engine hoods and trunk lids to supplement or replace the latches. Standard hinges may not be removed.
4. Floor mats may be removed.
5. In order to provide clearance for wheels and tires, and install brake and oil cooler ducting, the interior of fenders may be altered, except for the removal of panels separating the wheel wells from the engine, passenger and/or luggage compartments. The inner fender panels may be replaced with any panel of the same material and thickness as original that provides the required separation.

   The exterior contour of the fenders may be altered to provide for tire clearance, but the fender opening profile, viewed from side of automobile may not be changed. Fender flares of additional and/or alternate material are permitted.

   The tire tread shall not extend beyond the fender opening at the highest point of the tire.
6. All interior trim, except door panels, may be removed. Interior door panels may be substituted for panels of non-flammable material.
7. Jacking points may be strengthened, their location may be changed, or extra ones added.
8. The steering wheel may be replaced and the rake of the steering colmun may be altered. A collapsible type of steering colmun equivalent to Federal Motor Vehicle Safety Standard No. 204 is strongly recommended.
9. Inside door handles, window cranks, winding mechanism and side door glass may be removed.
10. The replacement, addition, or removal of accessories, gauges, indicators, and other interior modifications for the convenience of the driver and to permit the installa-

tion 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 element of the coachwork or chassis.

11. The windshield wiper mechanism must remain installed and functional as originally delivered, but the wiper arms may be removed.

C. Tires, Wheels, Suspension

1. Wheels

   Substitute wheels of any type or material may be used, provided their dimensions and the track they determine are within the limits specified in the SCCA Sedan Category Specifications for the automobile, however, all four wheels must be of the same diameter.

   a. Rim width:
      Class B — Maximum seven inches
      Class C — Maximum six inches
   b. Diameter:
      As listed in the Sedan Category Specifications.
   c. Track:
      Maximum track as listed in SCCA Sedan Category Specifications measured per GCR Appendix A, 1.5.

2. Spare wheel and tire may be removed.
3. The modification or substitution of front spindles and/or rear axle shafts, and modifications or substitution of hubs, bearings, bearing carriers and universal joints is permitted.
4. The addition or substitution of anti-roll bar, chamber compensating device and/or *suspension (see terminology 2.23) 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 separated and sealed from the driver/passenger compartment by metal panels. (*changes to wording) (Ed Note: These items may pass through body panels, chassis panels and

frame members, depending upon chosen installation routing).

5. Any make or type of shock absorber may be used. It is not permitted to alter the number of shock absorbers or their systems of operation (i.e., lever or telescopic). The shock absorber points of attachment on the rear of the car may be changed. Shock absorbers may have load bearing capacity, e.g. gas filled or "coil over."
6. On McPherson strut type of suspension, the spring mounting attachment to the housing may be modified or relocated provided that the strut/shock absorber remains inside of the coil spring. The strut attachment point at the chassis may be changed.
7. Suspension bushings may be replaced by others of a different material provided they are the same type and size. Offset bushings are permitted, including adjustable type.
8. Quick change/knock-off type wheels are not allowed.
9. Spacers (lowering blocks) may be used between leaf springs and their point of attachment on the axle housing. The type and location of axle mounting for the leaf spring is free.
10. Production suspension control arms may be reinforced for safety. Suspension pick-up points at the chassis may be changed. 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.) may not be changed. The steering gear box may be relocated.
11. The wheel base of the automobile shall not be changed or relocated in a fore/aft direction.

D. Electrical Systems

1. The standard battery may be replaced by one of different make and capacity. The voltage of the battery and electrical system may not be changed. The battery may be located in the trunk (not driver/passenger compartment), but if so, must be enclosed in a non-conductive

protective box (i.e., marine type) and securely mounted.

2. The standard generator or alternator may be replaced by either a generator or an alternator of different make and capacity, provided the driving method remains unchanged or it may be completely removed. Mounting brackets may be modified or replaced. Any voltage regulator may be used.
3. The make and location of the ignition coil and condenser may be changed.
4. Any distributor may be used provided its installation does not require any modification of the engine. Magneto ignition is prohibited unless listed in the SCCA Sedan Category Specifications.
5. Transistor ignition is permitted provided its installation does not require any modification to the engine.
6. Any make or type of spark plugs may be used.
7. Additional relays and/or fuses may be installed.
8. The use of any starter is permitted provided it can be fitted without modification to the engine.
9. Wiring harness may be changed or modified.

E. Engine, Reciprocating

1. Any exhaust manifold or exhaust headers may be used. Exhaust pipes and mufflers may be replaced with straight pipe(s). The exhaust tail pipes may be partially recessed into the floor panel and lower rocker panel. Cross members to the rear of the engine may be modified but not relocated for the purpose of exhaust system installation only.
2. Substitution or modification of the clutch and/or flywheel is permitted provided no changes are made in the diameter of the flywheel.

   The use of dowel pins is permitted.
3. Exhaust emission control air pumps, associated lines and nozzles and E.G.R. 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.

4. Engines may be rebored a maximum of 1.2 mm (0.047 inch) over the standard bore size listed in the SCCA Sedan Category Specifications provided the resulting increase in displacement does not result in a total displacement exceeding the class limit.
5. The crankshaft may be replaced with another of the same basic material, but no changes in stroke or journal dimensions are permitted.
6. Substitution of main bearing caps is permitted.
7. The connecting rods may be replaced with any connecting rod of the same basic material.
8. The cooling fan may be modified, substituted or removed.
9. Any pistons and piston pins may be used.
10. Any camshaft(s) may be used.
11. Cam followers may be substituted, except that roller cam followers may not be used unless fitted in production.
12. Valves are free including size and material, but the valve centerlines may not be altered.
13. 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 positively as such. Material may not be added to these components unless specifically authorized.
14. The use of alternate engine and drive train components, considered replacement parts, such as seals, bearings, valve guides, nuts, bolts, studs, washers, and gaskets is permitted provided they are of the same type and dimension. Concentric bushings may be installed, excepting in the ports, where none are fitted as standard, but shall not alter the location of any engine or drive train component. Oil and water passages may be restricted or plugged.

    The substitution of valve spring retainers and keepers is permitted. Valve springs are free (including number) as long as the type and location remains unchanged.

Any pushrods may be used. Any rocker arms may be used.

15. Generator, crankshaft, and water pump pulleys may be altered or replaced with others of unrestricted origin. The use of any crankshaft vibration dampener is allowed.
16. The compression ratio may be increased by machining, using any head gasket(s) or elimination of head gasket(s).
17. Any oil pan (sump), oil pump(s) and/or oil pickup is allowed. Oil pump(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 but not in the area normally occupied by the front passenger seat. The tank must be isolated so that in the case of spillage, leakage or failure of the tank, oil will not reach the driver.
18. Any oil filter(s) may be used.

F. Engine, Rotary Piston

1. Any exhaust manifold or exhaust headers may be used. Exhaust pipes and mufflers may be replaced with straight pipe(s). The exhaust system must terminate behind the driver seat. The exhaust tail pipes may be partially recessed into the floor panel and lower rocker panel.
2. Substitution or modification of the clutch and/or flywheel is permitted provided no changes are made in the diameter of the flywheel.

   The use of dowel pins is permitted.
3. Exhaust emission control air pumps and associated lines and nozzles 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.
4. Engines may not change the capacity of the working chamber(s).
5. The eccentric shaft may be replaced with another of the same basic material, but no changes in eccentricity or journal dimensions are permitted.

6. The rotor is free providing the number of lobes remains unchanged.
7. Alternate rotor housings are allowed only when submitted by the manufacturer and recognized by the Competition Board. No changes are allowed in the epitrochoidal curve in alternate housing.
8. It is permitted to lighten, balance or modify in shape (except as restricted elsewhere) by tooling the standard or optional components of the engine and drive train, providing it is always possible to identify them positively as such. Material may not be added to these components unless specifically authorized.
9. The use of alternate engine and drive train components considered replacement parts such as seals, bearings, nuts, bolts, studs, washers and gaskets is permitted provided they are of the same type and dimensions. Concentric bushings may be installed where none are fitted as standard, excepting the ports, but shall not alter the location of any engine or drive train component. Oil and water passages may be restricted or plugged.
10. Any oil pan (sump), oil pump(s) and/or oil pickup is allowed. Oil pump(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 but not in the area normally occupied by the front passenger seat. The tank must be isolated so that in case of spillage, leakage or failure of the tank, oil will not reach the driver.
11. The cooling fan may be modified, substituted or removed.
12. Generator, crankshaft, and water pump pulleys may be altered or replaced with others of unrestricted origin.

G. Drive Line

1. The rear axle tube may be modified or replaced provided the manufacturer's system of suspension is retained. Any 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.

2. Any transmission ratios may be used in the standard or recognized optional transmission. The number and direction of gears shall not be changed.
3. Any modification may be made in the linkage between the clutch pedal and the clutch housing including the replacement of mechanical linkage with a hydraulic system.
4. Heavy-duty propeller shaft(s), drive shaft(s) may be used in place of standard shaft(s).
5. The installation of any vent or breather on the engine, transmission or differential is permitted.

H. Cooling System

1. The use of any engine, transmission and differential oil cooler(s) is permitted provided it (they) are mounted completely within or under the coachwork, 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) provided they do not extend more than 12 inches in any direction from the oil cooler fins.
2. The use of any water radiator is allowed provided there are no changes in the coachwork of the automobile to accommodate its use and that it is not located in the driver/passenger compartment. Separate expansion or header tanks are permitted provided they are mounted in the engine compartment. The heater core may be removed entirely but not modified.
3. Sealing or shrouding the air flow area between the normal grille opening and the water radiator is permitted.
4. On water cooled cars, thermostats may be modified, removed, or replaced with blanking sleeves or restrictors.

I. Fuel Induction System

1. For reciprocating engines, carburetor(s) and intake manifold(s) are free provided the intake manifold(s)

can be attached to the head(s) without modification of the head(s).

For rotary engine, the carburetor(s) and intake manifold(s) are free providing the intake manifold(s) can be attached to the end covers without modification to the end covers. The freedom given to the rotor housing shall extend with regard to the attachment of the intake manifold(s) thereto.

For both engine types, no portion of the intake manifold(s) may extend into the ports of the cylinder head. Supercharging is not permitted.

2. Automobiles recognized as being equipped with fuel injection in standard production may make any modification to that injection except changing the make and model of the fuel metering and/or fuel distribution unit. The fuel metering and/or distribution unit shall include the throttle openings, the number, type and size of which may not be changed.
3. No changes may be made in the internal or external coachwork, chassis or firewall for the installation of the induction system.
4. Any linkage may be used between the throttle(s) and the accelerator pedal.
5. Any air filter may be used or the filter may be removed. Dynamic air intakes may be fitted on the carburetors. Air may be ducted to the carburetors provided the ducting is contained within the engine compartment and the air is supplied through normal openings in the coachwork, except where otherwise specifically authorized.
6. Any fuel pumps(s) may be used and the location of the pump(s) may be changed. Fuel pumps shall not be located in the driver/passenger compartment.
7. Fuel lines are restricted to a maximum of ½ inch inside diameter. Only a single fuel supply line may be used between the engine firewall and the bulkhead separating the driver/passenger compartment and the compartment in which the fuel tank is mounted. Lines

returning fuel from engine to the tank are prohibited except where fitted as standard. These fuel lines may pass through the driver/passenger compartment if completely covered and protected by a supplemental metal cover or alternatively be a metal braided (Aeroquip) line.

J. Brakes

1. The use of any dual master cylinders and/or pressure equalizing device is permitted.
2. Servo-assist systems are free.
3. Backing plates or dirt shields may be ventilated or removed. Brake air ducts may be fitted provided they extend in a forward direction only and no changes are made in the coachwork. Rear brake ducts may extend a maximum of 24 inches from disc or drum.
4. The handbrake may be partially or entirely removed.
5. Any brake lines may be used. They may be relocated and may be given additional protection.
6. Brake discs, calipers and/or drums are free provided they are mounted in the same location as the standard brakes.

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)

Uprated version: Cortina 1600 GT (1971)

Components shall not be interchanged between the original and uprated versions of the engine unless specifically authorized. Regulations contained herin apply to both ver-

sions of the engine unless specifically stated otherwise.

The engine may 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 free, 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 replace valve seats. Valve seat angles are free.

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: 1.33 cc — top ring to top of piston,
−0.3 cc — volume of valve protusion
Original: 1.64 cc — top ring to top of piston
Both engines: 4.75 cc — head gasket.

Compression ratio shall be checked using the official procedure published by SCCA.

Minimum unswept volume per cylinder:

44.4 cc (original engine with standard pistons)
45.1 cc (original engine with .030"0/s pistons)
48.2 cc (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: 1.42″
Exhaust: 1.16″

Combustion chamber (original engine only):

Minimum depth:	0.115″
Maximum length:	3.15″
Minimum volume per cylinder:	7.8 cc

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 may 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:	31.50 cc	
Maximum diameter of bowl:	2.28''	
Centerline of wrist pin to crown:	1.737'' ± .002''	1.737'' ± .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 free 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 '' ± .020''	1.540'' ± .020''
Max. diameter:	Inlet:	1.502''	1.560''
	Exhaust:	1.252''	1.340''
Overall length:	Inlet:	4.280'' ± .006''	4.367'' ± .020''
	Exhaust:	4.260'' ± .006''	4.355'' ± .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 free except that:

(1) No more than one spring may 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: free
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

Original Engine:
Weber 32 DFM or DFD or Holley 5200
Venturi diameter: Primary: 26 mm
Secondary: 27 mm

Uprated (Kent) Engine:
Weber 32/36 DGV or Holley 5200
Venturi diameter: Primary: 26 mm
Secondary: 27 mm

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:** Free

O. **Exhaust Manifold:** Free

P. **Lubrication System**
Oil pump and sump: Free
Dry sump system is permitted.

Q. **Cooling System**
Radiator, fan and water pump: Free
Pump/fan/generator drive belt: Free

R. **Electrical Equipment**
Distributor: Standard Motorcraft (Autolite) 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 free. Transistorized ignition is prohibited. Generators/alternators are not required. All other electrical components are free.

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.
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 covered 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 free.
(10) Exhaust outlets must be approximately 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.

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. 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.

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.

7.7 **Suspension and Running Gear**

Suspension is defined as the systems 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 springs hub adaptors, rear hub carriers, and bearings and bushings.

Shock absorbers are free.

All components which are not defined as chassis/frame or suspension or running gear are free, unless otherwise restricted by the GCR.

7.8 **Body**

a. Definition of Coachwork:

Externally: All external parts of the car which are in the airstream and situated above a plane passing through the center of the wheel hubs, with the exception of the units definitely associated with the functioning of the engine, transmission or the safety roll bar.

Internally: All visible parts of the passenger compartment.

1. The coachwork opening giving access to the cockpit must have the following minimal dimensions:

Length: 60 cm (23.622 inches)
Width: 45 cm (17.717 inches) This width must extend over a length of 30 cm (11.811 inches) measured from the rearmost point of the seat backrest toward the front.

2. The driver's seat must be capable of being entered without the manipulation or removal of any part or panel.
3. Coachwork, including fuel tanks, shall not exceed a maximum width of 95 cm (37.4 inches).
4. No part of the coachwork and aerodynamic devices shall exceed in height a horizontal plane 90 cm (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 coachwork shall extend more than 100 cm (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 95 cm (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 95 cm (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 95 cm (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. Fuel filler necks, caps or lids may not protrude beyond the bodywork of the car.

d. Fuel tank air vents must be located at least 25 cm (9.843 inches) to the rear of the cockpit.

7.9 **Brakes**

Free, except that disc brakes are restricted to cast iron calipers.

7.10 **Wheels**

Wheels are free except that:

a. Diameter must be 13 inches.

b. Rim width may not exceed 5.5 inches.

7.11 **Minimum Weight**

Minimum weight as qualified or raced; without driver:
881.6 lbs.—original engine
930.0 lbs.—uprated engine

8. FORMULA CONTINENTAL

8.1 **Definition**

Formula C's and Formula Super Vee's have been combined and the new class is named Formula Continental.

8.2 Specifications for the ex-Formula C cars can be found in paragraph 4.1. Additional specifications follow:

A. Engines

Engine displacement below or equal to 1100 cc. 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 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 may 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 extension unless authorized by these Rules.

A. Weight and Dimensions

a. Minimum weight — 882 lbs., as qualified or raced, without driver.
b. Wheel base — Free.
c. Front track — Free.
d. Rear track — Free.

B. Suspension

a. Front suspension is free 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 shiels may be removed from disc brakes. ATE caliper type FV/oo2 is permitted.

b. Rear suspension is free with the exception of the following standard VW Type 1, 2 or 3 parts:
   1. Axle 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 free 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 may 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 free.

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 free.

E. Engine

The engine shall be standard VW 1600 from Volkswagon Type 1, 2 or 3 vehicles or a 1600 cc 127V (Type 4) industrial engine and shall be installed forward of the transmission. The following modifications are permitted:

a. Induction system:

The induction system is free within the following restrictions:

1. Maximum number of throats: four
2. Maximum throat diameter at the throttle butterfly: 40 mm (1.575 inches)
3. Fuel injection is prohibited
4. Turbocharging and/or supercharging are prohibited.

b. Exhaust system free, 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 may not direct air to the carburetor inlet.

d. Any standard VW distributor may be used.
e. Generator/alternator — free or may be removed.
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 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'' ± .005'' (Type 1, 2, 3)
2.598'' ± .005'' (Type 127V)
Intake Valve — 1.614'' maximum diameter
Exhaust Valve — 1.339'' maximum diameter

i. Camshaft including timing gear — free.
j. The use of any cam followers except for roller type.
k. 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.

F. Transmission — Final Drive

Any transmission/final drive assembly utilizing a VW Type 1, 2 or 3 case with four forward speeds and a

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 free 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 coachwork 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. The cockpit opening must have the following minimum dimensions:

1. Length: 60 cm (23.622 inches)
2. Width: 45 cm (17.717 inches)
   This width must extend over a length of 30 cm (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 135 cm (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 110 cm (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 bodywork are unre-

stricted, 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, 90 cm (35.5 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 95 cm (37.402 inches).
   3. Setback—Shall not extend rearward more than 80 cm (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 symetrically 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.

9. SHOWROOM STOCK CATEGORY

9.1 Definition

The Showroom Stock Category shall be considered primarily as a form for the membership to inexpensively race street stock automobiles. Cars raced shall be presumed to have been purchased primarily for daily street transportation. Entrants shall not be guaranteed the competitiveness of any car or continued recognition of it in any class. Blueprinting and balancing are inconsistant with the philosophy of this class. Eligibility of cars may be discontinued at any time, for any reason other than competitive stature. SCCA primarily shall be responsible for determining compliance of the automobiles to the safety requirements and shall respond only to protests filed by competitors. The Proof of Legality or Illegality shall rest upon the protestor and/or protestee.

NOTE: Showroom Stock will remain in an "as delivered" condition. 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

Unless otherwise stated in the GCR, the Showroom Stock Specifications Book (SSS), Drivers' Newsletter and/or SPORTS CAR, 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 three model years: Current model year cars will not be eligible. 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.

9.3 Classification

Automobiles eligible for competition shall be divided into three 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.

Those automobiles selected for competition as of January 1, 1979, by class, are as follows:

SSA

Alfa Romeo Spider Veloce 2000
Alfa Romeo SPORTS Sedan '77, '78
Alfa Romeo SPRINT Veloce '77, '78
BLMI Triumph TR-6
BLMI Triumph TR-7
BMW 2002
Chevrolet Monza 2+2 Hatchback & Spyder, 262
Chevrolet Monza 2+2 Hatchback & Spyder, 305
Chevrolet Vega Cosworth
Ford 302 Mustang II, Mach I, Cobra II
Nissan Datsun 280 Z Coupe
Nissan Datsun 280 Z 2+2
Oldsmobile Starfire Firenza, 305
Porsche 914, 2.0 Liter
Porsche 924
Saab 99 EMS
Saab Turbo
Toyo Kogyo Mazda Cosmo
Toyo Kogyo Mazda RS-4
Volvo 262/4

SSB

Alfa Romeo Alfetta, '76 and Alfetta GT '76
AMC Gremlin "X," 304
Audi Fox
BMW 320i
Buick Skyhawk Hatchback, Coupe 231
Dodge Challenger 1600, Plymouth Sapparo 1600
Dodge Colt 2 Dr. + GT 2000, 5 Spd. '76
Fiat 124 Sport Spyder
Fiat 131
Fiesta "Sports" and Ghia
Ford Capri II, V-6, and 2300
Ford V-6, Mustang II, Mach I, Cobra II
Nissan Datsun 200 SX, Nissan Datsun 510
Oldsmobile Starfire V-6
Plymouth Arrow, Arrow GT 2000
Renault 17 Gordini
Saab 99 LE, GL, L
Toyota Kogo Mazda RX-3, RX-3SP
Toyota Celica ST, GT, GT Liftback
Volkswagen Dasher; Rabbit Carb & f.i. ('76 & '77)
Volkswagen Scirocco, including 1978 Champagne Model
Volkswagen Super Scirocco, (1976½)
Volvo 242/4

SSC

AMC Gremlin & Gremlin "X" 258
AMC Gremlin & Gremlin "X" 232
AMC Gremlin & Gremlin "X" 2 Liter
AMC Pacer & Pacer "X" 258
BLMI MGB
BLMI Midget
BLMI Triumph Spitfire 1500
Buick Opel Isuzu, Std. & Deluxe Models
Chevrolet Chevette & Scooter 1.6 Liter
Chevrolet Monza 2300, 2+2, Town Cpe, 4 Spd.
Chevrolet Vega, Hatchback 140 & GT 140
Dodge Colt 2 dr., 2 Dr, 2 DR Hardtop 1600
Dodge Omni 1716
Fiat 128 2 DR, 4 Dr, 3P
Fiat X 1/9
Ford Fiesta Std.
Ford 2300 Mustang II, Mach I, Cobra II
Ford Pinto and '76 Pinto Stallion
Ford Cobra II, '78 (w/rally pkg.), 2300
Fuji Heavy Industries Subaru
Honda Accord

Honda Civic
Nissan Datsun B210
Nissan Datsun F-10
Nissan Datsun 610
Nissan Datsun 710
Plymouth Arrow 160, & GT
Plymouth Horizon
Pontiac Astre 2300
Pontiac Astre 2475 Hatchback Cpe
Pontiac Sunbird 2300, 2475
Renault 5 TL, GTL
Renault 12 TL, GTL
Toyo Kogyo Mazda 808 1600
Toyo Kogyo Mazda GLC
Toyota Corolla, Corona, All Models except Sta Wagon
Volkswagen Beetle, Super Beetle
Volkswagen Rabbit Diesel
Volkswagen Rabbit, '78 f.i.

9.4 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.

a. Installation of SCCA-approved roll bar or roll cage as specified in Appendix Z of the GCR. 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 not mandatory.)
b. Installation of an SCCA-approved fire extingusher.
c. Installation of a safety harness system as specified in Appendix Y.
d. Exposed headlights, parking lights and side marker lights must be taped.
e. Seat backs must be securely fastened.
f. Cars with convertible tops must have them stowed as provided by the manufacturer and windows in the fully down position. Removable hardtops or roof panels must be completely removed from cars that are so equipped.
g. Closed cars must run with at least one main window fully open.
h. Drivers side window safety nets are permitted, but not

required. If there is no safety net on the drivers side, it is recommended the drivers window be fully closed and the passenger side window be fully open.

i. Interior mirror(s) are free but may 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 stated replacement, alternate construction, D.O.T.-approved tire. The standard tire and authorized replacements are listed, by vehicle, in the SSS. No other size shall be permitted. Racing, recapped or V rated 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.

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, spark plugs, oil filters and belts (fan, alternator, etc.) may be substituted with others of equivalent OEM specification.

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 for as long as two-way radios are permitted in all classes. Audio equipment is not required to be manufacturer installed.
l. Brake fluid: Brake fluid must comply with the manufacturer's standard specification.
m. Engine oil: Engine oil used must comply with the manufacturer's standard specification.
n. Carburetor jetting: Carburetor jets must be as 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: Wheels must be as delivered as standard equipment by the manufacturer.
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.
r. Seats: Optional seats are permitted, provided they are manufacturer (not dealer) installed.
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 Governors 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 a guideline only. If there is a discrepancy, more detailed inspection will be necessary.

u. Buffing or removal of only markings from the tire sidewall is prohibited.

v. Sun roofs are required to be installed by the manufacturer of the car.

w. Power steering is allowed only if the car was delivered in that configuration.

x. Batteries may be replaced with those of alternate manufacture provided they are of similar amp-hour capacity and weight.

9.6 Claiming

a. Cars competing in any Showroom Stock event may be claimed within 30 minutes after the end of the race. The claimant must be a driver in the race that the vehicle claimed is entered. In the event of more than one claim, the stewards of the meeting shall supervise a drawing of lots to determine the successful claimant.

b. The car is claimed in the on-track condition with no spares included, but with wheels, tires and all required safety equipment intact.

c. Claiming Price: NADA Official Used Car Guide, retail price for the time period and area in which the claim is entered, without options, plus $250.00.

9.7 Driver Schools

Showroom Stock cars that are no longer eligible to race because of their age are allowed at SCCA drivers schools provided all safety equipment is in satisfactory order.

APENDIX 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 and/or Bonus National races of which no more than two held outside the driver's home Division shall be counted.

Only one out-of-division Bonus National (best finish) may be counted at full Bonus National points. As indicated above, a second out-of-division race, either a National or a Bonus National, may be counted during year end points computation. However, if the second race to be counted is a Bonus National, standard National points (not Bonus National points) will apply during computation.

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 Director 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 Director of Club Racing, at the National Office, prior to the conduct of the third National Championship event in the driver's original Division.

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, 4' SCCA National Championship Road Racing decals.

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, within 5 days, for publication of the class winners.

3. **Interdivisional Championship Event**

SCCA shall schedule an event each year titled the Champion Spark Plug Road Racing Classic, open by invitation to the highest placing drivers in the National Championship point championship series held in each Division. The Champion Classic 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 1979 CSPRRC will be held at Road Atlanta, October 21st thru 28th.

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 or more	1st, 2nd, 3rd, 4th, 5th and 6th

In addition, points in SCCA Bonus National events shall be awarded through tenth place as follows:

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, 7th
9	1st, 2nd, 3rd, 4th, 5th, 6th, 7th and 8th
10	1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, and 9th
11 or more	1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, and 10th

Two automobiles are required to form a class to earn points. Fewer than two automobiles in a class move up to compete for points in the next higher class of the same category. There are four such categories: Production, Sports Racing, Sedan, and Showroom Stock. Automobiles move up until there are at least two in a class. No automobiles may move from a class which has two or more cars starting. It is not permissible to move up from Production Category Class B, Sports Racing Category Class A, Sedan Class A, or Showroom Stock Class A. Points earned by drivers of automobiles moved up in class shall be recorded in the class to which the automobile actually belongs.

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	9
2nd	6
3rd	4
4th	3
5th	2
6th	1

Points for finishing SCCA Bonus National events shall be awarded as follows:

Position	Points
1st	15
2nd	12
3rd	10
4th	8
5th	6
6th	5
7th	4
8th	3
9th	2
10th	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; e.g., if the dead heat was for second, involving two cars, each would be awarded six points.

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 may not be withdrawn by the driver.

1979 Bonus National Format

a. There will be at least one Bonus National scheduled in each division.
b. SCCA National Office will assist, insofar as possible, in promotion of Bonus National events.
c. Bonus National locations will be selected by the Director of Club Racing based upon past success and future potential, subject to approval of the Executive Director. Selection priority will be given to permanent track facilities.
d. These events will not be considered a Series.
e. The Board of Governors highly recommends that Bonus National entry fees be kept as low as possible.
f. Trophies at Bonus Nationals will be awarded in accordance with GCR 3.4.3.
g. Sanction applications (schedule, supplementary regulations, etc.) must be submitted 60 days prior to the scheduled date of each of these events.
h. One National Championship Road Racing patch will be prominently displayed on participating driver's suits and two National Championship decals will be prominently displayed (one on each side) on each race car entry.
i. Class winners will be allowed victory laps.
j. Regional races and/or Professional races are not to be scheduled in conjunction with Bonus Nationals unless approved by the Executive Director.
k. Where practical, cars for each race should be gridded in view of spectators.
l. "Clean-up" time between races must be kept to an absolute minimum.
m. It is highly recommended that Bonus National events be protected as follows: No National or Bonus National events will be scheduled the weekend prior, the weekend of, or the weekend after a firm Bonus National date, within a 500-mile radius.

Defending CSPRRC Champion Invitations

Effective in 1978, all defending CSPRRC Champions, who have not qualified, will be invited to participate in the same class in the

Champion Classic 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 CSPRRC Travel Fund distribution, unless otherwise qualified.

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 may not be scheduled on three consecutive weekends.
d. A Region may 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.

Requests for exceptions to the above scheduling policies must be

made in writing to the Director 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 Champion Spark Plug Road Racing Classic 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 Governors.

The list of available National Championship race dates must be mailed by the Divisional Scheduling Representative 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 should mail copies of the final National Championship racing schedule for their Division to the Director 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 15th.

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;

c. Undertaking any 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.
3. One dry chemical-type fire extinguisher of at least 20-pound size although two 10-pound extingushers 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 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 **not more than two Regional events.**

Regional License: Issued by the SCCA Director of Club Racing upon completion of requirements. Holders may participate in Regional races, Hill Climbs, and Restricted races where eligible.

National License: Issued by the SCCA Director of Club Racing 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. Beginning during 1979 SCCA membership and competition license expiration will occur during the same month. This new system will not become 100% effective until the early months of 1980.

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 Schools
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 four 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 National Office.
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. An SCCA Novice Permit may not be issued to any applicant who has diabetes that requires insulin. Existing licenses may be renewed subject to normal renewal requirements and to approval of the Divisional Medical Director. Once a license lapses, it may not be reinstated.

Novice Permit and Log Book

A Novice Permit and Log Book is issued by an SCCA Region to enable student drivers to obtain the training and experience needed for a

Regional Competition License. Refer to Section "Licensing of Minors" if between the ages of 18 and 21.

Requirements

An SCCA member, over 21 years of age, 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) by submitting the following:

1. Completed current SCCA medical form
2. Fee of $3.00 payable to Region
3. Two passport photographs

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 PCS may be purchased either from the Region or the National Office. This permit must be presented at Driver School. Novice Permits are valid for one calendar year. Except, Novice Permits issued after November 1st shall be valid for the following calendar year.

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.
2. Complete the requirements for a Regional license within a **maximum** of two calendar years.

Renewal

A Novice Permit may 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 particiaption.

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 Driver School, or the Divisional License Chairman, may waive all or part of the Driver School requirements for drivers with prior racing experience. Completion of specified courses at a private driving school may be submitted for one (only) SCCA Driver School. Only the Divisional License Chairman may waive anything other than Driver School requirements.

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
P.O. Box 22476
Denver, Colorado 80222

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. $10.00 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.

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. $10.00 license fee payable to SCCA, Inc.
4. $15.00 if renewal application is postmarked after current license expiration date.

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.

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 24 months, at least two during the last 12 months, may apply for a National license. Submit to:

SCCA
Competition License
P.O. Box 22476
Denver, Colorado 80222

A driver completing his National license requirements at the Regional portion of a Regional/National Championship weekend is prohibited from entering the National Championship event on the same weekend.

1. Regional license with record of completion of at least four events in the past 24 months, at least two during the last 12 months, signed by applicant. **Events run as a novice do not count.**
2. Current SCCA medical form (see Medical Requirements).
3. $10.00 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, two of which must be National Championship, SCCA professional or FIA-listed events or four Regionals or three Regionals and one National Championship, SCCA professional or FIA-listed event.

Those who have not completed the renewal requirements must complete four Regional events (a maximum of two may be waived) to re-qualify for a National license.
2. A new, completed SCCA medical form.
3. $10.00 license fee payable to SCCA, Inc.
4. $15.00 if renewal application is postmarked after current license expiration date.

Applicants with Prior Racing Experience

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

LICENSING OF MINORS

Novice Permits, Log Books and Licenses for minors are issued **only** by the Director of Club Racing.

Requirements—Novice Permit and Log Book

Full members of SCCA, between the ages of 18 and 21, may apply to the Director of Club Racing, P.O. Box 22476, Denver, Colorado 80222, by submitting the following:

1. Completed, notarized waiver currently dated and of the form approved by SCCA, Inc. and signed by the applicant's parent or legal guardian.
2. Completed SCCA medical form.
3. Fee of $5.00, payable to SCCA, Inc.
4. Two passport photographs.
5. Reproduction of valid operator's permit in the applicant's state of residence.
6. Proof of payment of Regional dues.

The applicant will receive a Novice Permit stamped "minor" on the front cover, with one photograph in it. Also a copy of the current GCR will be provided.

Holders of such "minor" Novice Permits may enter SCCA sanctioned Driver Schools and complete requirements as those outlined in the GCR for other holders of Novice Permits.

Regional and National Competition Licenses
Requirements and Renewal

Minors may apply for graduation to, or renewal of, Novice Permit, Regional or National SCCA Competition License upon completion of the requirements as set forth in the GCR for those of 21 years of age or over.

Every application for graduation or renewal must be made to the Director of Club Racing, SCCA, Inc., P.O. Box 22476, Denver, Colorado 80222. Each application shall be accompanied by a new completed, notarized waiver of the form approved by SCCA, Inc., signed by the applicant's parent or legal guardian, currently dated.

Eligibility

Minors holding the appropriate grade of Permit or Competition License may participate in SCCA Driver Schools, Regional and National Championship events, as specified elsewhere.

General Information

Address inquiries to the Region or:

SCCA
Competition License
P.O. Box 22476
Denver, Colorado 80222

FIA License Information

Applicants for FIA Driver's Licenses must hold a current SCCA National Competition License, and must have successfully completed four SCCA National Championship events. This requirement may not be waived.

Applications for an FIA Driver's License must be accompanied by a fee of $35.00 and two passport photos.

FIA Entrant's Licenses are also available from SCCA, on request, and payment of an additional fee of $35.00.

Private Driver Schools

Skip Barber Racing School, Connecticut
Bob Bondurant School of High Performance Driving, California
Jim Russell International Racing Drivers School, Canada
Jim Russell International Racing Drivers School, England

Jim Russell International Racing Drivers School, U.S.A.
British School of Motor Racing, California

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. Two ambulances: one fully equipped for accident care and meeting state and federal requirements as a functional emergency ambulance.
   1. Must include sound and visual warning devices—fully functional.
   2. Ability to transport at least two injured persons.
   3. On-board oxygen and suction with proper administration equipment for each.
   4. Backboards: one long and one short.
   5. Ambulance Medical Kit, portable (Ref.: 1.A.2 below).

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 Medical Equipment

a. Ambulance Medical Kit (required for each ambulance)
   1. Oxygen tank (minimum 500 psi) with proper administration equipment including mask and catheters.
   2. Self-inflating respirator with mask and adaptors for endotracheal tube and type E valve (Ambu-R bag or automatic resuscitator).

3. Oral airways (3).
4. Suction apparatus.
5. Plastic inflatable splints (minimum: one full arm and one full leg).
6. Thomas splint, or suitable method for immobilization of an entire lower extremity.
7. Cervical immobilization collar.
8. Triangular bandages for slings (4).
9. 4-inch Kling bandages (3).
10. 4-inch roller gauze (2).
11. 4-inch elastic "ACE" bandage (3).
12. 4 x 4-inch gauze pads (20).
13. Heavy bandage scissors.
14. One sheet and one blanket.

b. Medical Center Kit (portable, one required)
1. Ambulance Kit excluding oxygen and immobilization equipment if already present in vehicle (1)
2. Laryngoscope, MacIntosh blade preferred (1)
3. Endotracheal, or nasal-paryngeal tubes with cuff (3 sizes)
4. Tracheostomy set with tubes, e.g. Rousch type (1)
5. Intravenous supplies:
Ringer's lactate 1000 cc bottles (4)
IV administration sets (5)
IV needles (Medico or Jelko) 18 and 16 gauge (5)
Rubber tourniquet
Armboards (2)
10 cc syringes with needle (4)
5 cc syringes with needle (4)
Alcohol or similar prep sponges (12)
6. Medications:
Analgesic and anti-convulsants as supplied by race physicain and in his charge.
Salt tablets 325 mg (100)
ASA (100)
Benadryl 50 mg ampules for injection (5)
Epinephrine 1 cc ampules (3)
Dextrose 50 percent ampules (2)

Aminophylline 250 mgm ampule (2)
$NAHCO_3$ 50 cc ampule (2)
Phisohex or similar antiseptic soap
Bandaids
Dacriose (or other similar eye irrigating solution)
Good strong light source

1.A.3 Personnel

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

a. Physicians: Those trained and experienced in automotive race medicine are best.
b. Nurses: Those experienced in traumatic medicine are preferred.
c. Emergency Medical Technicians: Those trained and registered as such should be utilized as ambulance and paramedical personnel whenever feasible.
d. Medical Secretary: To record basic medical and nonmedical facts and to see that medical records are kept.

1.A.4 Track Medical Facility

An enclosed, medical area which is clean, dry with good lighting, and of such size as to accommodate treatment of two patients simultaneously. Public telephone must be readily available to the Race Physician.

1.A.5 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 Physician, Chief Steward and the Chief of Communications.

d. Routes to hospital: The Race Chairman and Race Physician 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 Physician 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 Physician and ambulance are needed back at the race course, responsibility of the race Physician does not end until a hospital staff member assumes responsibility of the care of the injured. The Chief Race Physician **must** know local regulations, as dictated by the county Coroner or Medical Examiner, pertaining to deaths which may occur during a racing event.

f. Idendification 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 Physician 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. Back-up pool of vehicles for delivering extra dry powder to the corner stations in the event that a corner's equipment is expended on an individual fire.

c. 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 Wheeled Vehicle Equipment

Minimum per vehicle:

a. Option 1: Dry chemical only—200 lbs. total of which one unit be not less than 125 lbs. capacity with at least 30 feet of 1.5-inch hose with high volume and discharge rate nozzle.
Option 2: Mechanical foam only—Mechanical generator supplied with at least 10 gallons of foam (protein, fluro-protein, aero water—3) plus 350 gallons of water discharged through nozzle and at least 30 feet of 1.5-inch hose. Chemically generated foam and high expansion are not accepted.
Option 3: Fog—least desirable for racing fires. 75 lbs. of dry chemical (Purple K or equivalent) and 350 gallons of water with fog nozzle and at least 30 feet of 1.5-inch hose.
Option 4: Light water foam—cools as well as controls fire. 300 gallons of solution consisting of six percent foam concentrate and 94 percent clean water. Store in a container which can be pressurized to 160 to 200 psi with air, nitrogen or carbon dioxide, delivered through a length of tubing which terminates with a foam-making branch pipe.

b. Two firemen on each vehicle be equipped with helmet, face shield, bunker coat, hats and gloves.

2.A.3 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.4 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, ¾-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.A.5 Power Equipment

At least one per circuit.

Option A: Air-driven chisel

Option B: "Porto-power," eight-ton capacity minimum

Option C: Gasoline-powered circular saw

1. ring
2. solid ferrous blade
3. attendant trained in use of this equipment

Option D: "Jaws of Life"—Hurst

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.

3. NEW EQUIPMENT

In the case of new equipment purchases, the following changes/upgrades should be considered (refers to section 2. of this appendix):

2.A.1 **Wheeled Vehicles**

a. One fire truck per 1½ miles of circuit length but not less than two fire trucks. Fire trucks to be spaced around the course to reduce travel time. Fire trucks can be small, light trucks or commercial vehicles with the capability of carrying equipment.

2.A.1.b.

Change to read "Back up pool of vehicles for delivering and replenishing fire fighting materials to the corner stations."

2.A.1.c.

Delete "this may also serve as a fire truck."

2.A.2.b.

Wheeled Vehicle Equipment—minimum per vehicle.

a. Option 1: Dry chemical only—a minimum of 250 lbs. comprised of the following units: one 125 lb. unit and five 25-30 lb. units, or two 125 lb. units. Each unit equipped with at least 30 feet of 1.5 inch hose with high volume and discharge rate nozzle.

Option 2: Rewrite to read: Minimum of two (2) five-gallon containers of MSA High Expansion Foam or equivalent plus 275 gallons of water discharged through suitable eductor, which is to be attached to a minimum of 50 feet of 1.5 inch fire hose. Pump on vehicle to have electrical start and capability of pumping continuously for 15 minutes at 100 lbs. psi.

Option 3: Delete "Fog—least desirable for racing fires." Add: Fog, to be used on initial approach to burning vehicle to protect driver rescue efforts. After driver is extricated from vehicle, MSA High Expansion Foam is to be utilized in final extinguishment.

Note: Any utilization of Fire Extinguishment materials other than fog during extrication attempts of driver will remove the oxygen from the driver, more than likely caus-

ing death of the driver. Fog pattern will drive gasses, heat and flame forward of the pattern, protecting rescue workers and driver during extrication efforts.

b. Two firemen on each vehicle to be clothed with regulation fire helmet, complete with facial shield, bunker coat and pants (preferably of Nomex material), at least knee height fire boots, and gloves.

c. Each fire truck to carry 5 lbs. of Class D powder to cover any incident of Class D Fires, such as magnesium, etc.

2.A.3 **Corner Equipment**

a. Not less than one 20 lb. or two 10 lb. dry chemical fire extinguishers at each flagging station. For ease of deployment two 10 lb. units are highly recommended. The minimum Underwriters Laboratory ratings shall be required: by January 1, 1979 at least one unit at each flagging station shall be at least a 10 lb./60BC rate extinguisher and by January 1, 1981, the required 20 lbs. at each flagging station shall be made up of minimum of two 10 lb./60BC rated extinguishers or one 20 lb./80BC rated extinguisher. As present equipment is replaced and as new fire extinguishers are purchased they should comply with the above Underwriter Laboratory ratings.

b. No change.

c. Delete "Suggest cool water-soaked sheets for burned drivers." Reason: Corners are not equipped to keep items such as these in clean, sanitary condition.

d. Sharp knife or tin shears.

e. Minimum of one (1) gallon pail of oil-dry.

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 retire-

ment 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 or Supplementary Regulations for that event.
3. At no time shall anyone but authorized attendants be in the pit.
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 Steward 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. (Change 3.1.9.c. to read same as above.)

   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./10BC rated CO_2 fire extinguisher. The use of a CO_2 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 permited in the paddock, provided they are leashed to an adult with a three meter maximum line or enclosed in a vehicle.

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.

   Waved — Great Danger, Slow Down, be prepared to stop — NO PASSING FROM THE FLAG until past emergency area.

   RED — Stop IMMEDIATELY. Clear the circuit as well as circumstances permit. The race has been stopped.

   BLUE WITH DIAGONAL YELLOW STRIPE — Motionless — Another competitior is following you very closely.

   Waved — A faster competitor is trying to overtake you. Give way.

   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. 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 the (artificially) marked course on 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.
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 may 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.
11. Cars may not be pushed or 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 self starter (operated by the driver in normal driving position), and an on-board power supply. Carburetor or fuel injection systems may be manipulated and/or primed in the process of starting automobiles. Push starts are permitted after the pace lap has begun. A driver unable to start within one minute after the field has left the false grid area, relinquishes his right to start the race if there is a reserve or alternate entry for the race standing by.
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 drive-r(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, may pass the pace car. The official may 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 cars illegally passing the pace car may be black flagged.

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 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 motors by rotating the furled yellow flag in small circles directly overhead for a sufficient length of time for all drivers to observe.

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 pace lap. The Starter shall, by looking directly at each car individually and altering his position as necesssary to do so, satisfy himself that each driver on the grid is indicating this ready signal.

d. The Starter shall next signal all drivers to lower their arms by lowering his free arm in a definite movement.

e. The Starter 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 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 pace car, remaining in his 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 continuously 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 circles 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 taper 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 taper 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 the 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 occurrances as "Pit stop," "Black flag," "Checkered flag," "Off course," etc., as personally observed, and/or officially observed or reported.
f. Timers 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 the 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 period 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 DNFs; those not starting must be listed as 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 (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 incident reports.

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 photoelectric 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

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 tank 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 sumbitted. Manufacturers may be required to identify tanks produced to indicate SCCA approval. SCCA may withdraw its approval at any time at its sole discretion.

B. Container

(1) Sedan 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 or 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.

C. Foam

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

2. **Other Designs**

SCCA may at its discretion approve safety fuel tanks 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 tanks meet or exceed the crash resistant properties of tanks 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 if partially or totally inverted, fuel shall not escape. If the fuel fuller cap is located directly on the fuel tank, 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 tank, a check valve must be incorporated in the fuel tank to prevent fuel escaping if the cap and filler neck are torn from the tank.

Fuel tank breathers must vent outside the car.

The tank need not incorporate a drain fitting.

Free fuel filler location is permitted with installation of an SCCA-approved safety fuel cell in all Production and Sedan 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 tank.

4. Where safety fuel tanks are allowed or required in Sedan and Production Category automobiles, size and capacity shall be free and they must utilize a container of 20-gauge steel, .059 inch aluminum or .125 inch Marlex.
5. Safety fuel cells currently approved are as follows:
   Aero Tec — Fluorathane, ATL 421D, ATL 426C
   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
   McCreary Tire & Rubber — Hytrel
   Simpson—Racesafe Type A-100
   Aero Tec—Petro-Cell (for Sedans and Production cars where FIA FT-3 tanks 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
   Aero-Tec — ATL-100

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 sraps of the six-point system where they attach to the seat belt or shoulder harness straps.
4. The shoulder harness shall be the two-strap 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 completely separate shoulder straps are permitted. (Y-type shoulder straps are not 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 system shall be

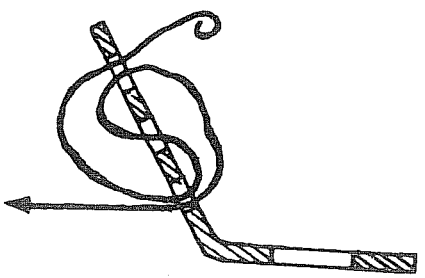
attached to the floor structure of the car similar to the shoulder harness mounting and have a metal to metal connection with the single release common to the seat belt and shoulder harness.

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 permissable 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.

SHOULDER HARNESS THREADING



APPENDIX Z

ROLL BARS

These specifications are mandatory and represent minimum requirements. Specific installations are subject to approval by the Technical and Safety Inspector at each event.

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 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 atachment 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/roll cage 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		ROLL CAGE	
	Mild Steel	Alloy Steel	Mild Steel	Alloy Steel
Under 1500#	1.5 x .120	1.375x .090	1.5 x .095	1.375x .090
1500#-2500#	1.75x .120	1.625x .095	1.5 x .120	1.5 x .090
Over 2500#	2.25x .120	2.00 x .095	1.75x .120	1.625x .090
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 ⅜ 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

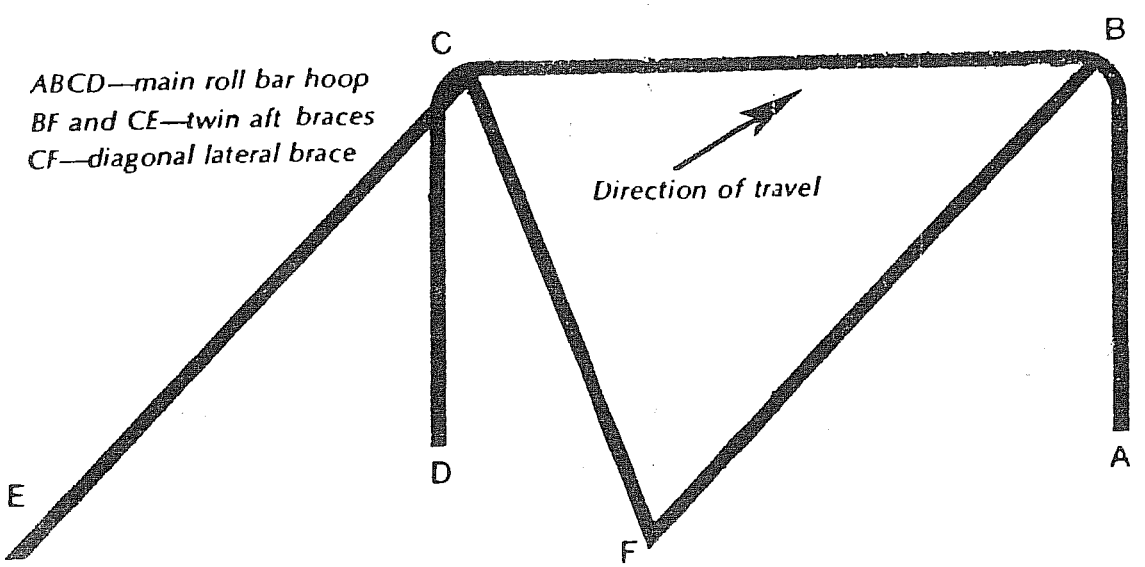
attached to the chassis tubes by means of gussets or sheet metal webs in order to distribute the loads.

2. All welding must be of the 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 width (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 below.)

   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.

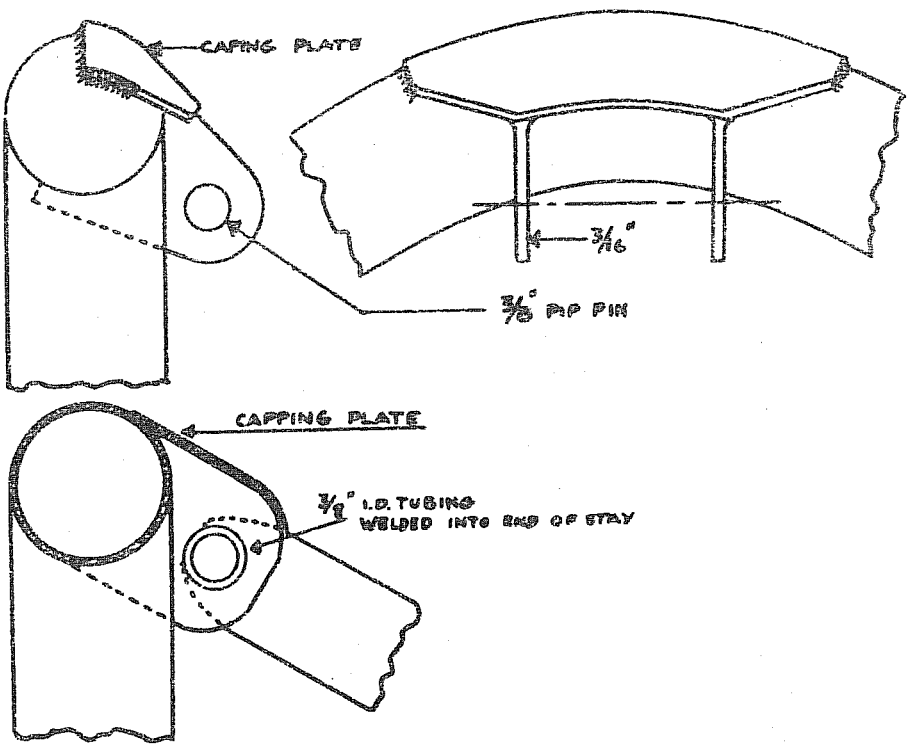
E. Mounting Plates

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.

REMOVABLE ROLL BAR BRACES
ATTACHMENT DETAILS



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. Roll Cages

1. It is recommended, but not mandatory, that all cars utilize a roll cage type of construction. Roll cages will be required in all cars newly registered with the SCCA, effective January 1, 1979. Showroom Stock cars will be excluded.
2. The main roll bar hoop must extend the full width of the driver/passenger compartment and must be a minimum of two inches above the top of the driver's helmet with the driver sitting in normal position, or as near the roof as possible in closed cars, and shall not be more than six inches behind the driver. The size and material of tubing shall be determined from Table B.2. The fabrication and bracing on this hoop must be as specified in C. and D. for roll bar hoops.

   A similar hoop must be in front supporting the front pillars, with horizontal bars connecting the front hoop to the main hoop, at each side of the top. The material of this tubing shall be at least 1.5 x .095 inches and required bolts and nuts shall be as specified under roll bar requirements.

   In cars (except Showroom Stock) with full roll cage installations including side bars, interior side door panels may be altered or replaced but not removed entirely.

I. Other Roll Bar Designs

Roll bars and roll cages 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.

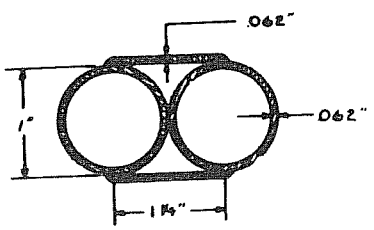
Royal Automobile Club (RAC) certification of alternate designs is acceptable.

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:

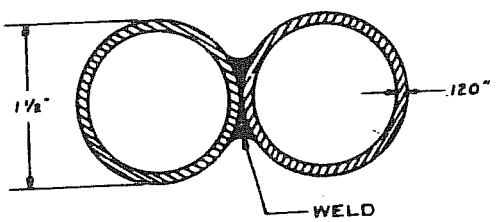
Under 1500 lbs.	Under 2500 lbs.	Over 2500 lbs.
1.375" x 187"	Fig. 2 (2 each) 1.50" x .120"	2.00" x .180"
1.625" x .120"	1.50" x .250"	2.125" x .162"
Fig. 1 (2 each) 1.00" x .062"	1.625" x .160"	2.50" x .085"
With (2) 1¼" x .062" strips	1.875" x .088"	

Fig. 1



FRONT/REAR

Fig. 2



FRONT/REAR

CROSS-SECTIONAL
TOP VIEW OF ONE LEG

ROLL CAGES

Roll cages are required in all cars newly registered with the SCCA after Jan. 1, 1979. Showroom Stock cars are excluded from this requirement. There is no requirement for pre-1979 cars to have roll cages. However, members are encouraged to install roll cages in "older" cars where satisfactory installation can be achieved without major structural modifications.

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 and 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 roll bar must be installed on all vehicles. The head restraint must have a minimum area of 36 square inches and be padded with a non-resilient material such as Ethafoam® or Ensolite® or other similar material with a minimum thickness of one 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 roll bar hoop subject to contact by the driver's helmet (as seated normally and restrained by his restraint system) must be padded with a protective padding of non-resilient material such as Ethafoam® or Ensolite® or other similar material with a minimum thickness of one-half inch.
4. No portion of the safety roll cage shall have an aerodynamic effect by creating a vertical thrust.

B. Material

1. Seamless, ERW (electrical resistance welded) or DOM (drawn over mandrel) mild steel tubing (SAE 1010, 1020, 1025) or equivalent or alloy steel tubing (SAE 4125, 4130) (T-45).

Alloy steels (proof of which is the responsibility of the entrant) must be normalized to relieve stress after welding. ERW tubing must have the weld to the inside of all bends.

2. An inspection hole 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. All bolts and quick release pins must be of a minimum diameter of ⅜ inch SAE Grade 5 or equivalent aircraft quality.

C. General Construction

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. The radius of bends in the roll bar hoop (measured at centerline of tubing) shall not be less than 3 times the diameter of the tubing.

   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 to distribute the loads. It is recommended that gussets be used at all joints.
2. 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 wherever possible. Welds should be inspected by magnaflux or dye penetrant after fabrication. Alloy steel must be normalized after welding.
3. 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. Formula and Sports Racing Cars

1. Main hoop (behind driver)
   a. Tubing size (minimum)
      1.375'' x .080'' — Alloy steel
      1.50'' x .120'' — Mild steel
   b. Vertical members must not be less than 15 inches apart (inside dimensions) at their attachment to the uppermost main chassis member.

c. In sports racing cars the main hoop (behind the driver) may be of either full cockpit width or partial cockpit width (behind the driver only). If of full cockpit width, it must incorporate a lateral brace of equal dimension tubing to the main hoop. (See drawing No. 7 for alternate bracing location.)

2. Front hoop may be a low hoop near dashboard, but at least as high as the top of the steering wheel rim OR a high front hoop, similar to the rear hoop, but without lateral brace.
   a. Tubing size (minimum)
      1.375" x .080" — Alloy steel
      1.50" x .120" — Mild steel
   b. A fabricated sheet metal structure or cars of full monocoque construction may be approved upon specific application to the SCCA.
   c. Height — A straight line drawn from the top of the main roll bar hoop to the top of forward hoop or structure must pass at least two inches over the driver's helmet when the driver is seated in normal driving position.
3. Bracing
   a. Front Hoop—There must be two braces extending forward from the *front hoop* so as to protect the driver's legs. It is recommended that this bracing extend forward to the bulkhead in front of the driver's feet, but in all cases must be integrated into the frame or monocoque so as to provide substantial support for the front hoop.
      The tubing for these braces must not be smaller than 1.0" diameter x .080" wall thickness alloy steel or 1.375" x .080" mild steel.
   b. Rear Hoop—Partial cockpit width Sports Racer or single seat Formula or Sports Racing Cars.
      There must be two braces extending forward (not smaller than 1.0" diameter x .080" wall thickness alloy steel OR 1.375" x .080" mild

steel) attaching to the frame, monocoque or front hoop.
In addition, there must be either one brace (not smaller than 1.375'' x .080'' alloy steel or 1.50'' x .120'' mild steel) or two braces (not smaller than 1.0'' x .080'' alloy steel or 1.375'' x .080'' mild steel) extending rearwards and attaching to the frame, cross member or other substantial chassis component.

c. Rear Hoop—Full cockpit width Sports Racer.
There must be two braces extending forward (not smaller than 1.0'' diameter x .080'' wall thickness alloy steel or 1.375'' x .080'' mild steel) attaching to the frame, monocoque or front hoop.
In addition, there must be *two* braces extending rearwards (not smaller than 1.375'' x .080'' alloy steel or 1.50'' x .120'' mild steel) attaching to the frame, cross member or other substantial chassis component.

d. Forward and rear facing bracing 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.

e. Removable bracing must incorporate connectors of the double lug type or tapered connections or muff connections as shown in the accompanying drawings. The double lug type must include a doubler, gusset or capping arrangement so as to avoid distortion or excessive strain caused by welding. (See drawings 1, 2 and 3.)

4. Mounting Plates
The thickness of mounting plates bolted, riveted or welded to the structure of the car shall not be less than the thickness of the roll hoop or brace that they attach.

E. Open Production Cars

1. Minimum tubing sizes for front and main hoops and all required bracing:

Vehicle Race Weight	Mild Steel	Alloy Steel
Under 1500 lbs.	— 1.50" x .095"	1.375" x .095"
1500 to 2500 lbs.	— 1.50" x .120"	1.50" x .095"
Over 2500 lbs.	— 1.75" x .120"	1.625" x .095"

   For purposes of determining tubing sizes, the vehicle race weight is as raced without fuel and driver.
2. **The front hoop** may be either a low hoop (below the driver's eye level) near dashboard or a high front hoop (similar to the rear hoop) but without lateral brace.
3. **The main hoop** (behind the driver) may be either the full width of the cockpit or a partial cockpit width (only behind the driver.)
4. **Height** of the two hoops must be so that an imaginary straight line drawn from the top of the main roll bar hoop to the top of the front hoop passes at least two inches over the driver's helmet when the driver is seated in normal driving position.
5. **Bracing**
   a. Cars with a low front hoop must have two braces extending forward so as to protect the driver's legs. It is recommended that this bracing extend to the bulkhead in front of the driver's feet, but in any case, must be integrated into the frame or monocoque so as to provide substantial support for the front hoop.
   b. Cars with a high front hoop (above driver's eye level) must have two braces connecting the front and rear hoops together at each side at the tops of the roll hoops or alternatively use two side hoops following the line of the front door pillars extending upwards above the driver's eye level then bending horizontally to the rear and attaching to the main hoop. These two side hoops must be connected together over the top of the windshield by a tube above the driver's eye level.
   c. The main roll hoop if of full cockpit width, must incorporate a diagonal lateral brace to prevent lateral distortion of the hoop (see drawing No. 7).
   d. The main roll hoop either full cockpit width or partial

cockpit width must have two braces extending forward attaching to the front hoop and two braces extending to the rear attaching to the frame of the chassis.

e. All 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).

f. **Removable bracing**. Any removable bracing must incorporate connectors of the double lug type, tapered connection or muff connection as shown in the accompanying drawings. The double lug type must include a doubler, gusset or capping arrangement so as to avoid distortion or excessive strains caused by welding. (See drawings 1, 2 and 3.)

6. **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. All hardware must be grade 5 or better. Mounting plates **welded** to the structure of the car shall not be less then .080 inch thick. Whenver possible, the mounting plate shall extend onto a vertical section of the structure such as a door pillar.

7. **Side Protection**. The minimum side protection must consist of a horizontal tube not less than 1.50'' in diameter x .095'' wall thickness 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 not less than 1.50'' in diameter x .095'' wall thickness. Additional tubing may be added.

F. Closed Cars

1. Minimum tubing sizes for front and main hoops and all required bracing:

Vehicle Race Weight	Mild Steel	Alloy Steel
Under 1500 lbs. —	1.50'' x .095''	1.375'' x .095''
1500 to 2500 lbs. —	1.50'' x .120''	1.50'' x .095''
Over 2500 lbs. —	1.75'' x .120''	1.625'' x .095''

2. 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. (See drawing No. 7.)

3. The front hoop must follow the line of the front pillars and be connected by horizontal bars to the main hoop at each side of the top. Alternatively, two side hoops following 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. These two side hoops are to be connected together by a tube over the top of the windshield.
4. The minimum side protection must consist of a horizontal side tube not less than 1.50'' in diameter x .095'' wall thickness 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 not less than 1.50'' in diameter x .095'' wall thickness. Additional tubing may be added.
5. **Bracing**
   a. The main roll hoop must have two braces extending forward to the front hoop or forming the uprights of the front hoop (see F. 3) and two braces extending to the rear attaching to the frame or chassis.
   b. All braces must be attached as near as possible to the top of the main roll hoop (not more than 6 inches below the top and at an included angle of at least 30 degrees).
6. **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. All hardware 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 plate should extend onto a vertical section of the structure such as a door pillar.

G. 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 eighteeen inches in length. (See drawing No. 4.) Removable bracing sections (compression loading only) may use 3 bolt flange design (minimum thickness 3/16").

H. Installation on Cars of Space Frame and Frameless Design

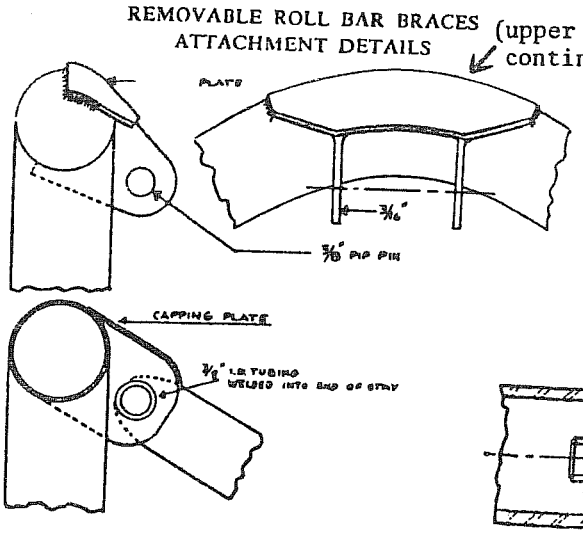
1. It is important that roll cage structures be attached to cars in such a way as to spread the loads over a wide area. It is not sufficient to simply attach the roll cage to a single tube or junction of tubes. The roll cage must be designed in such a way as to be an extension of the frame itself, not 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.

I. Other Roll Cage Designs

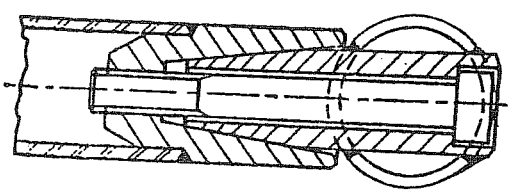
1. Roll cages of alternate material or design may be accepted upon presentation of data verifying the installation is able to withstand three simultaneously applied loads: 1.5G Lateral; 5.5G Fore and Aft; 7.5G Vertical. However, tubing sizes for front and rear hoops of less than 1.375" x .080" alloy steel or 1.50" x .120" mild steel will not be accepted. Aluminum and titanium alloy roll cage hoops and bracings are prohibited in all cars first registered with the SCCA after 1/1/79. This verification must be in the form of a stress analysis certified by a licensed engineering firm that the alternate design complies with the stress criteria based on the starting line weight of the car with fuel and driver.

J. Driver's Seat

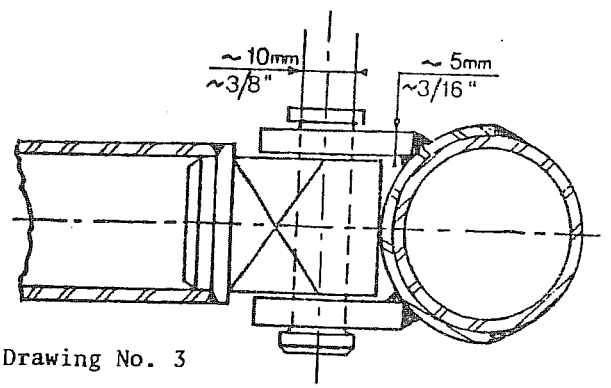
The driver's seat must be firmly mounted to the structure of the car. In cars where the seat back is up-right (most common in sedans and production cars) the back of the seat must be firmly attached to the main roll hoop, or its cross bracing, so as to provide both fore/aft and lateral support.



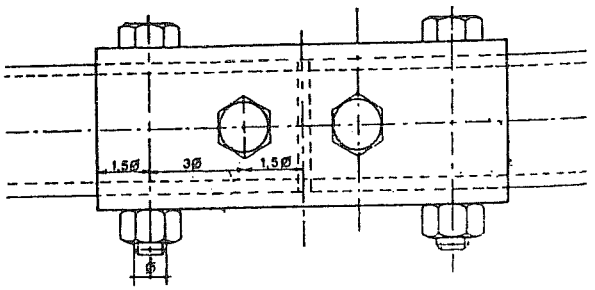
Drawing No. 1



Drawing No. 2



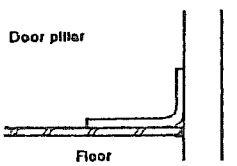
Drawing No. 3



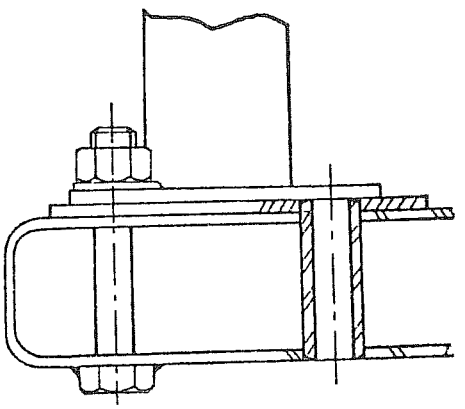
Drawing No. 4

ϕ = 12 mm (tube < 40 mm diam. ext)
14 mm (tube ≥ 40 mm < 50 mm diam. ext)
16 mm (tube ≥ 50 mm diam. ext)

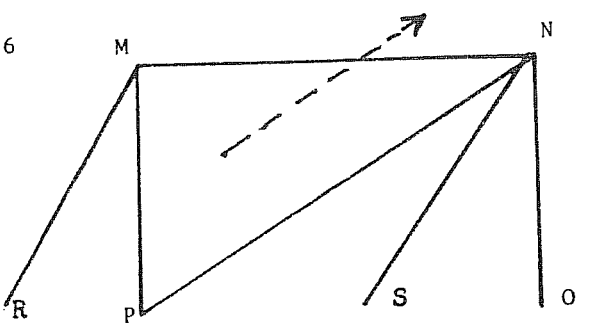
ROLL BAR ATTACHMENT TO
INTEGRAL CHASSIS TYPE OF CAR



Drawing No. 5



Drawing No. 6



Drawing No. 7

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

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 $\frac{6.28 \times RPM \times torque}{33{,}000}$

by dividing 6.28 into 33,000 we get 5250

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

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.

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

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

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PRODUCTION CAR SPECIFICATIONS

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1979 EDITION

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FOREWORD

Effective January 1, 1979, all editions of the SCCA Production Car Specifications are superseded by the following SCCA Production Car Specifications.

The SCCA reserves the right to revise these Specifications, to issue supplements to them at any time, and to promulgate special rules in emergency.

This book is the property of

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State Texas Zip 78028

Region Oklahoma

1979

PRODUCTION CAR SPECIFICATIONS

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Official weight listed are *absolute minimums* (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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*Cars may be dropped as of January 1, 1980.

Manufacturer: Abarth
Model: Abarth Simca 2000

Class: B (Ex-AP)

ENGINE

Manufacturer	Abarth
Type	DOHC 4 Cyl. inline
Bore x stroke	3.46″ x 3.15″
Capacity	1946 cc
Head material	Alum.
Block material	C.I.
Valve head dia:	
Intake	1.97″
Exhaust	1.74″
Induction system	Two Weber 45 DCO

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8.7″
Gearbox
No. speeds forward:
Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.17	2.57				
2.	2.00	1.89				
3.	1.52	1.48				
4.	1.30	1.26	1.31			
5.	1.17	1.12	1.21	1.08		
6.	1.08	1.00	0.96	0.99		

Overdrive
Make & Model: None
Ratio .....

Final Drive Ratios: 4.37, 3.70

CHASSIS

Wheelbase	82.3″
Track dimension, Front	54.1″
Track dimension, Rear	54.2″
Wheel diameter	13″
Rim width	7″

BRAKES	**Standard**	**Alternate**	**Alternate**
Front:	9.2″ disc		
Rear:	9.2″ disc		

WEIGHT & CAPACITIES

Official weight: 1586 lbs. Std. fuel tank capy: 22 gal.
Alt: 7, 15, 29 gal.

ALTERNATE SPECIFICATIONS

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"
Rim width	6"

BRAKES

	Standard	Alternate	Alternate
Front:	10.3" drum	10.6" disc (girling)	10.4
Rear:	10"		

DWL 3/79

WEIGHT & CAPACITIES

Official weight:
1632 lbs. — Sprint; 1632 lbs. — Spider

St. fuel tank capy: 21 gal. — Sprint
16 gal. — Spider

ALTERNATE SPECIFICATIONS

21 gal. fuel tank — Spider

MANUFACTURER: Alfa Romeo Class: F
Model: Giulietta Sprint Speciale and Zagato

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.	At.	Alt.	Alt.	Alt.
1.	3.26	2.54	3.26	2.76	2.33	
2.	1.99	1.70	1.96	1.78	1.58	
3.	1.36	1.26	1.36	1.30	1.21	
4.	1.00	1.00	1.00	1.00	1.00	
5.	0.85	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″
Track dimension, Front	54.5″
Track dimension, REAR	53.5″
Wheel diameter	15″
Rim width	6″

BRAKES	**Standard**	**Alternate**	**Alternate**
Front:	10.3″ drum	10.6″ disc (girling)	10.4 disc 3/79
Rear:	10″ drum		

WEIGHT & CAPACITIES

Official weight:
1603 lbs. — Zagato; 1972 lbs. — Speciale

Std. fuel tank capy: 26.4 gal.

ALTERNATE SPECIFICATIONS

Manufacturer: Alfa Romeo
Model: Giuletta 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)	10.4 DISC DEC 79
Rear	10" drum		

WEIGHT & CAPACITIES

Official weight:
1679 lbs. — Sprint; 1679 lbs. — Spider

St. fuel tank capy: 16 gal. — Sprint
14 gal. — Spider

ALTERNATE SPECIFICATIONS

21 gal. fuel tank

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.	1.99	1.70	1.78	1.58		
3.	1.35	1.26	1.30	1.28		
4.	1.00	1.00	1.00	1.00		
5.	0.79	0.86	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: 1930 lbs. Std. fuel tank capy: 12.2 gal.
Alt: 15.8 gal., 21.1 gal.

ALTERNATE SPECIFICATIONS

14 in wheels, width 4.5 in.

Manufacturer: Alfa Romeo
Model: Junior Z

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	1.457"
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: 1928 lbs. Std. fuel tank capy: 12 gal.
Alt: 23.7 gal., 30.3 gal.

ALTERNATE SPECIFICATIONS

Manufacturer: Alfa Romeo Class: C
Model: Giulia TZ

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 45 DCOE

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8"

Gearbox

No. speeds forward: 5

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.26	2.54	2.76	3.30		
2.	1.99	1.70	1.78	1.99		
3.	1.36	1.26	1.30	1.35		
4.	1.00	1.00	1.00	1.00		
5.	0.79	0.85	0.82	0.79		

Overdrive

Make & Model: None

Ratio . . . . . .

Final Drive Ratios: 3.72, 3.91, 4.10, 4.55, 4.78, 5.12, 5.38, 5.86, 4.30, 6.14, 6.8

CHASSIS

Wheelbase	86.6"
Track dimension, Front	54.7"
Track dimension, Rear	54.7"
Wheel diameter	15" or 14"
Rim width	6"

BRAKES	**Standard**	**Alternate**	**Alternate**
Front:	11.2" disc		
Rear:	11.5" disc		

WEIGHT & CAPACITIES

Official weight: 1295 lbs. Std. fuel tank capy: 27 gal.

ALTERNATE SPECIFICATIONS

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"
Track dimension, Front	54.5"
Track dimension, Rear	53.5"
Wheel diameter	15"
Rim width	6"

BRAKES

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

WEIGHT & CAPACITIES

Official weight: 1748 lbs. Std. fuel tank capy: 15 gal.
Alt: 21 gal.

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	15"
Rim width	6"

BRAKES

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

WEIGHT & CAPACITIES

Official weight: 1871 lbs. — coupe; 1909 lbs. — conv.

Std. fuel tank capy: 12 gal.

Alt: 21 gal.

ALTERNATE SPECIFICATIONS

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	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:
1718 lbs. — Sprint; 1718 lbs. — Spider

Std. fuel tank capy: 15 gal.
Alt: 21 gal.

ALTERNATE SPECIFICATIONS

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

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	~~55.2″~~ 55.7 DWL 5/79
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: 1968 lbs. Std. fuel tank capy: 12 gal.
Alt: 15.8, 21.1, 23.8

ALTERNATE SPECIFICATIONS

Alt. carburetor: 2 Zenith 175 CDSE
Niki Lauda Edition Spoiler

Manufacturer: Alfa Romeo S.P.A. Class: D
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

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: 1971 lbs.

Std. fuel tank capy: 12 gal.
Alt: 14 gal.

*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: Alfa Romeo S.P.A. Class: C
Model: Alfa Romeo Montreal

ENGINE

Manufacturer	Alfa Romeo
Type	DOHC V-8
Bore x stroke	80 mm x 64.5 mm
Capacity	2593 cc
Head material	Alum.
Block material	Alloy
Valve head dia:	
Intake	1.46"
Exhaust	1.28"
Induction system	Spica fuel injection — 40 mm

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 9.0"

Gearbox

No. speeds forward: 5

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	2.99	3.30	2.76	2.54	2.33	
2.	1.76	1.99	1.78	1.70	1.58	
3.	1.30	1.25	1.30	1.26	1.21	
4.	1.00	1.00	1.00	1.00	1.00	
5.	0.87	0.79	0.82	0.86	0.88	

Overdrive

Make & Model: None

Ratio .....

Final Drive Ratios: 3.73, 4.10, 4.55, 5.13, 5.85, 5.38, 4.78, 3.91

CHASSIS

Wheelbase	92.5"
Track dimension, Front	57.8"
Track dimension, Rear	56.44"
Wheel diameter	14"
Rim width	7.5"

BRAKES	Standard	Alternate	Alternate
Front:	10.7" disc	See below	
Rear:	11.1" disc		

WEIGHT & CAPACITIES

Official weight: 2299 lbs. Std. fuel tank capy: 63 liters

ALTERNATE SPECIFICATIONS

Discs & Calipers: 10580.22.052.32, 10580.22.053.33

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	**Standard**	**Alternate**	**Alternate**
Front:			
Rear:			

WEIGHT & CAPACITIES

Official weight: 1192 lbs. Std. fuel tank capy: 8.5 gal.

ALTERNATE SPECIFICATIONS

Aux. fuel tank — 8.5 gal.

Manufacturer: American Motors Class: B
Model: AMX Sports Coupe (290) thru 1969

ENGINE

Manufacturer	American Motors
Type	OHV-V8
Bore x stroke	3.75″ x 3.28″
Capacity	290 cu. in.
Head material	C.I.
Block material	C.I.
Valve head dia:	
Intake	1.787″
Exhaust	1.406″
Induction system	Carter AFB 4 bbl. 1.44″ Pri. 1.69″ Sec.*

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 10.0″ or 10.5″

Gearbox

No. speeds forward: 4

Ratios:

Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	2.23	2.43	2.64	2.36	
2.	1.77	1.76	2.10	1.62	
3.	1.35	1.47	1.46	1.20	
4.	1.00	1.00	1.00	1.00	
5.					

Overdrive

Make & Model: None

Ratio . . . . . .

Final Drive Ratios: 2.87, 3.15, 3.54, 3.73, 3.91, 4.10, 5.00

CHASSIS

Wheelbase	97.0″
Track dimension, Front	65.2″
Track dimension, Rear	62.7″
Wheel diameter	14″
Rim width	10″

BRAKES

	Standard	Alternate	Alternate
Front:	10.0″ drum	11.75″ disc	11.75″ disc
Rear:	10.0″ drum	11.75″ disc	

WEIGHT & CAPACITIES

Official weight: 2774 lbs. Std. fuel tank capy: 19 gal.
22 gal. Alt.

ALTERNATE SPECIFICATIONS

Alt. wheels: 15″ x 7.5″

*Standard Cast Iron intake manifold only.

Manufacturer: American Motors
Model: AMX Sports Coupe (343) thru 1969

Class: B

ENGINE

Manufacturer	American Motors
Type	OHV/V8
Bore x stroke	4.08" x 3.28"
Capacity	343 cu. in.
Head material	C.I.
Block material	C.I.
Valve head dia:	
Intake	2.025"
Exhaust	1.625"
Induction system	Carter AFB 4 bbl. 1.44" Pri. 1.69" Sec.* or Holley 4150 — 1 11/16" Throttle Bores

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 10.5"

Gearbox

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	2.23	2.43	2.64	2.36		
2.	1.77	1.76	2.10	1.62		
3.	1.35	1.47	1.46	1.20		
4.	1.00	1.00	1.00	1.00		
5.						

Overdrive

Make & Model: None

Ratio .....

Final Drive Ratios: 2.87, 3.15, 3.54, 3.73, 3.91, 4.10, 4.44, 5.00

CHASSIS

Wheelbase	97.0"
Track dimension, Front	65.2"
Track dimension, Rear	62.7"
Wheel diameter	14"
Rim width	10"

BRAKES

	Standard	Alternate	Alternate
Front:	10.0" drum	11.75" disc	11.75" disc
Rear:	10.0" drum	11.75" disc	

WEIGHT & CAPACITIES

Official weight: 2786 lbs. St. fuel tank capy: 19 gal.
22 gal. Alt.

ALTERNATE SPECIFICATIONS

Alt. wheels: 15" x 7.5"

*Standard Cast Iron intake manifold only.

Manufacturer: American Motors
Model: AMX Sports Coupe — 390 — 1969 and 1970

Class: B (ex-AP)

ENGINE

Manufacturer	American Motors
Type	OHV — V8
Bore x stroke	4.165" x 3.574"
Capacity	390 cu. in.
Head material	C.I.
Block material	C.I.
Valve head dia:	
Intake	2.025"
Exhaust	1.625"
Induction system	Carter AFB 4V 1.44" Pri., 1.69" Sec.*, AM (Fal 4300 OWA 4-4V 1.56" Pr. 1.69" Sec.

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 10.5"

Gearbox

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	2.23	2.43	2.64	2.36	2.43	
2.	1.77	1.76	2.10	1.62	1.61	
3.	1.35	1.47	1.46	1.20	1.23	
4.	1.00	1.00	1.00	1.00	1.00	
5.						

Overdrive

Make & Model:

Ratio ..... None

Final Drive Ratios: 2.87, 3.15, 3.54, 3.73, 3.91, 4.10, 4.44, 5.00

CHASSIS

Wheelbase	97.0"
Track dimension, Front	65.4"
Track dimension, Rear	62.3"
Wheel diameter	15" or 14"
Rim width	10"

BRAKES

	Standard	Alternate	Alternate
Front:	10.0" drum	11.75" disc	11.96" disc
Rear:	10.0" drum	11.75" disc	

WEIGHT & CAPACITIES

Official weight: 3001 lbs. Std. fuel tank capy: 19 gal.
22 gal., 37 gal. Alt.

ALTERNATE SPECIFICATIONS

NOTE: Must use throttle restrictor plates of 1⅜" diameter (See Appendix A for diagram)

*Standard Cast Iron intake manifold only.

Holly 4150 1-11/16" Throttle Bores, Aluminum Hi Rise Manifold.

Manufacturer: British Leyland
Model: Austin Healey Sprite Mk I and Mk II (948)

Class: H

ENGINE

Manufacturer	BLMI
Type	OHV 4 cyl. inline
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"
Induction system	Two 1.25" SU or two 1.125" SU

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: 1377 lbs. Std. fuel tank capy: 7.5 gal.

Substitute Main Bearing Caps.

ALTERNATE SPECIFICATIONS

8.2" disc brakes, front (track increase to 50.2")

Q2491 Alfin Brake drums

Q2336 large fuel tank

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

Manufacturer: British Leyland
Model: Austin Healey Sprite 1100, AN8 (1100)

Class: G

ENGINE

Manufacturer	BLMI
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

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: 1392 lbs. Std. fuel tank capy: 7 gal.
7 gal. aux. tank

ALTERNATE SPECIFICATIONS

Manufacturer: British Leyland
Model: Austin Healey Sprite MK IV (1275)

Class: F

ENGINE

Manufacturer	BLMI
Type	OHV 4 cyl. inline
Bore x stroke	2.78" x 3.21"
Capacity	1275 cc
Head material	C.I.
Block material	C.I.
Valve head dia:	
Intake	1.31"
Exhaust	1.16"
Induction system	Two 1.25" SU or two 1.50" SU

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 6.5"

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: 4.22, 4.55, 4.88, 5.13, 5.38, 3.73, 3.91

CHASSIS

Wheelbase	80"
Track dimension, Front	50.2"
Track dimension, Rear	48.7"
Wheel diameter	13"
Rim width	6"

BRAKES

	Standard	Alternate	Alternate
Front:	8.3" disc		
Rear:	7"		

WEIGHT & CAPACITIES

Official weight: 1404 lbs. Std. fuel tank capy: 7.2 gal.

ALTERNATE SPECIFICATIONS

Aux. fuel tank — 7.3 gal.

Alt. intake manifold — NPN 500

Manufacturer: British Leyland Class: F
Model: Austin Healey BN1, BN2 (100-4) (100M)

ENGINE

Manufacturer	BLMI
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

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: 2067 lbs. Std. fuel tank capy: 14 gal.
25 gal Alt.

ALTERNATE SPECIFICATIONS

7H1719 Alfin brake drums
H8249 disc brakes
Louvered hood

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

Class: E

ENGINE

Manufacturer	BLMI
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

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	**Standard**	**Alternate**	**Alternate**
Front:	11" drum		
Rear:	11" drum	See below	

WEIGHT & CAPACITIES

Official weight: 2313 lbs. Std. fuel tank capy: 14.5 gal
25.0 gal. Alt.

ALTERNATE SPECIFICATIONS

H8249 disc brakes

Manufacturer: British Leyland
Model: Austin Healey 3000 MK I, II and III

Class: D

ENGINE

Manufacturer	BLMI
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 75" SU or two 2" or three 1.5" SU

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

Ratio ..... .88, .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: 2256 lbs. Std. fuel tank capy: 15 gal.
18, 24, 30 gal.

ALTERNATE SPECIFICATIONS

Manufacturer: Chevrolet Motor Division
Model: Corvette 283 and 327 (1962)

Class: B

ENGINE

Manufacturer	Chevrolet
Type	OHV — V8
Bore x stroke	3.88" x 3.00"—4.00" x 3.25" (327)
Capacity	283 cu. in. — 327 cu. in.
Head material	C.I.
Block material	C.I.
Valve head dia:	
Intake	1.72" or 1.94" or 2.02"
Exhaust	1.50" or 1.60"
Induction system	Rochester fuel injection or one or two Carter 4V or one Holley 4150 4 BBL — 1-11/16" Throttle Bores

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 10"

Gearbox

No. of speeds forward: 3 or 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	2.21	2.47	2.94	2.20	2.54	
2.	1.32	1.53	1.68	1.66	1.92	
3.	1.00	1.00	1.00	1.31	1.51	
4.				1.00	1.00	
5.						

Overdrive

Make & Model: None

Ratio.....

Final Drive Ratios: 3.08, 3.27, 3.36, 3.55, 3.70, 4.11, 4.56, 4.88, 5.14, 5.42

CHASSIS

Wheelbase	102.0"
Track dimension, Front	63.9"
Track dimension, Rear	65.9"
Wheel diameter	15.0"
Rim width	10"

BRAKES

	Standard	Alternate	Alternate
Front:	11" drum	11.75" disc	J-56 brake system
Rear:	11" drum	11.75" disc	

WEIGHT & CAPACITIES

Official weight: 2489 lbs. Std. fuel tank capy: 16.4 gal.
24.0 gal. Alt.

Note: After market body parts identical to the original parts in dimension, material and weight are permitted.

ALTERNATE SPECIFICATIONS

Fuel tank #3823051
H.D. finned brake drums
Fast steering adapter
Intake manifold 3972114

NOTE: Standard specification includes either hydraulic or solid lifters.

Manufacturer: Chevrolet Motor Division Class: B
Model: Corvette Stingray 327 Roadster and Coupe thru 1968
Corvette Stingray 350 Roadster and Coupe 1969 thru 1977

ENGINE

Manufacturer	Chevrolet
Type	OHV — V8
Bore x stroke	4.00" x 3.25" (327) — 4.00" x 3.480" (350)
Capacity	327 cu. in — 350 cu. in.
Head material	C.I.
Block material	C.I.
Valve head dia:	
Intake	1.94" or 1.72" or 2.017" or 2.02" or 2.023"
Exhaust	1.50" or 1.60" or 1.605"
Induction system	Rochester fuel injection, one Holley 4V 1.562" Rochester 4V 1.38" pr. 2.25" sec. 7028219 or 7029207

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 10", 10.4", 11"

Gearbox

No. of speeds forward: 3 or 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.	Auto.
1.	2.58	2.20	2.52	2.56			2.48
2.	1.48	1.64	1.88	1.91			1.48
3.	1.00	1.28	1.47	1.48			1.00
4.		1.00	1.00	1.00			
5.							

Includes M-20, M-21 and M-22 Transmission

Overdrive

Make & Model: None

Ratio . . . . . .

Final Drive Ratios: 2.46, 2.60, 2.73, 2.92, 2.83, 3.08, 3.36, 3.55, 3.70, 3.90, 4.11, 4.56, 4.88, 5.14

CHASSIS

Wheelbase	98.0"
Track dimension, Front	63.0"
Track dimension, Rear	63.75"
Wheel diameter	15.0"
Rim width	10"

Ford	Part Numbers
*Caliper Left	#C7SZ-2 B120A
Caliper RT	C7SZ-2 B121A
Spare Piston	C5SZ-2196A
Rebuild Kit	C5SZ-2221A

BRAKES

	Standard	Alternate	Alternate
Front:	11.75" disc	11" drum	Ford Calipers*
Rear:	11.75" disc	11" drum	J-56 brake system

WEIGHT & CAPACITIES

Official weight: 2760 lbs. Std. fuel tank capy: 20 gal.
36.5, 42.5 gal. Alt.

NOTE: Hydraulic or solid lifters standard, includes LT-1 engine.

ALTERNATE SPECIFICATIONS

Holley 4150 4 bbl. 1.687" pri. 1.687" sec.

Connecting Rod: Part # 343710 (Std. length (5.700")

NOTE: T-top panels may remain in place if securely bolted or pinned.

NOTE: After market body parts identical to the original parts in dimension, material and weight are permitted.

Manufacturer: Chevrolet Motor Division Class: B
Model: Corvette 1978 Indy Pace Car Replica and 1979 Corvette

ENGINE

Manufacturer	Chevrolet
Type	OHV — V8
Bore x stroke	4.00" x 3.25" (327) — 4.00" x 3.489" (350)
Capacity	327 cu. in. — 350 cu. in.
Head material	C.I.
Block material	C.I.
Valve head dia:	
Intake	1.94" or 1.72" or 2.017" or 2.02" or 2.023"
Exhaust	1.50" or 1.60" or 1.605"
Induction system	Rochester Quadrajet 1.38" pri., 2.25" sec.

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 10", 10.4", 11"

Gearbox

No. of speeds forward: 3 or 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.	Alt.	Auto.
1.	2.58	2.20	2.52	2.56	2.85	2.64	2.43	2.48
2.	1.48	1.64	1.88	1.91	2.02	1.75	1.61	1.48
3.	1.00	1.28	1.47	1.48	1.35	1.34	1.23	1.00
4.		1.00	1.00	1.00	1.00	1.00	1.00	
5.								

Includes M-20, M-21 and M-22 transmissions.

Overdrive

Make & Model: None

Ratio . . . . . .

Final Drive Ratios: 2.46, 2.60, 2.73, 2.92, 2.83, 3.08, 3.36, 3.55, 3.70, 3.90, 4.11, 4.56, 4.88, 5.14

CHASSIS

Wheelbase	98.0"
Track dimension, Front	63.0"
Track dimension, Rear	63.75"
Wheel diameter	15.0"
Rim width	10"

Ford Part Numbers

*Caliper Left	#C7SZ-2 B120A
Caliper RT	C7SZ-2 B121A
Spare Piston	C5SZ-2196A
Rebuild Kit	C5SZ-2221A

BRAKES	**Standard**	**Alternate**	**Alternate**
Front:	11.75" disc	11" drum	Ford Calipers*
Rear:	11.75" disc	11" drum	J-56 brake system

WEIGHT & CAPACITIES

Official weight: 2855 lbs. Std. fuel tank capy: 20 gal.
36.5, 42.5 gal. Alt.

NOTE: Hydraulic or solid lifters standard, includes LT-1 engine.

ALTERNATE SPECIFICATIONS

Holley 4150 4 bbl. 1.687" pri. Intake manifold # 3972114
1.687" sec.

NOTE: T-top panels may remain in place if securely bolted or pinned.

NOTE: After market body parts identical to the original parts in dimension material and weight are permitted.

Cylinder Head No. 3965784, 3965742.

Axle Assem.: 14009968. Cross Member: 14008656.

Manufacturer: Chevrolet Motor Division Class: B (ex-AP)
Model: Corvette Stingray Roadster and Coupe 396, 427, 454 thru 1974

ENGINE

Manufacturer	Chevrolet
Type	OHV — V8
Bore x stroke	4.09″ x 3.76″ (396), 4.25″ x 3.76″ (427), 4.25″ x 4.00″ (454)
Capacity	396 cu. in., 427 cu in., 454 cu. in.
Head material	C.I. or Alum.
Block material	C.I. except 427 only may use Alum.
Valve head dia:	
Intake	2.07″ or 2.19″ or 2.10″
Exhaust	1.72″ or 1.88″ or 1.885″
Induction system	One Holley Model 4150 1.687″ or One Holley Model 4150 1.750″

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 10″, 10.4″, 11″

Gearbox

No. of speeds forward: 3 or 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.	Auto.
1.	2.58	2.20	2.52	2.56			2.48
2.	1.48	1.64	1.88	1.91			1.48
3.	1.00	1.28	1.47	1.48			1.00
4.		1.00	1.00	1.00			
5.							

Overdrive

Make & Model: None

Ratio . . . . . .

Final Drive Ratios: 2.24, 2.46, 2.73, 2.92, 2.93, 3.08, 3.36, 3.55, 3.70, 3.90, 4.11, 4.56, 4.88, 5.14

CHASSIS

Wheelbase	98.0″
Track dimension, Front	63.0″
Track dimension, Rear	63.75″
Wheel diameter	15.0″
Rim width	10″

BRAKES	**Standard**	**Alternate**	**Alternate**
Front:	11.75″ disc	11″ drum	J-56 brake system
Rear:	11.75″ disc	11″ drum	

WEIGHT & CAPACITIES

Official weight: 3001 lbs. Std. fuel tank capy: 20 gal.
32, 36.5, 42.5 gal. Alt.

NOTE: Hydraulic or solid lifters standard.

NOTE: After market body parts identical to the original parts in dimension, material & weight are permitted.

NOTE: 396, 427, 454 engines must use throttle restrictor plates of 1⅜″ diameter. (See Appendix A for diagram)

ALTERNATE SPECIFICATIONS

M-20, M-21, M-22 transmissions.

E-4055A one Holley 2V 1.50″ pri.; R 3659A two Holley 2V 1.75″ sec. 427 cu. in. L288 engine.

NOTE: T-top panels may remain in place if securely bolted or pinned.

Manufacturer: Daimler
Model: SP 250

Class: D

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

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: 1985 lbs. Std. fuel tank capy: 15 gal.

ALTERNATE SPECIFICATIONS

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

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

WEIGHT & CAPACITIES

Official weight: 1795 lbs. Std. fuel tank capy: 11.3 gal.

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

	Standard	Alternate	Alternate
Front:	11.2" disc		
Rear:	9" drum		

WEIGHT & CAPACITIES

Official weight: 1976 lbs. Std. fuel tank capy: 11.4 gal.

ALTERNATE SPECIFICATIONS

17201 0311 30 gal. tank
15.8 gal. tank
21.6 gal. tank

Manufacturer: Nissan
Model: Datsun SRL 311U

Class: D

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″
Track dimension, Rear	50.7″
Wheel diameter	14.0″
Rim width	6″

BRAKE

	Standard	Alternate	Alternate
Front:	11.2″ disc		
Rear:	9.0″ drum		

WEIGHT & CAPACITIES

Official weight:
Hitachi—1828 lbs., Mikuni—1900 lbs.

Std. fuel tank capy: 11.3 gal.
Alts: 15.8, 31.6

ALTERNATE SPECIFICATIONS

Manufacturer: Nissan
Model: Datsun 240Z, 260Z and 280Z thru 1978

Class: C

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

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, 4.63, 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"
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: 1993 lbs., 260Z/280Z: 2135 lbs.

Std. fuel tank capy: 15.9 gal.
26.4 gal. Alt.

ALTERNATE SPECIFICATIONS

2 or 4 piston disc brake caliper — LOCKHEED SAMEAS P33 DNL 3/19

Additional ratios: First—2.82, 2.35, 2.19; second—1.97, 1.60; third—1.47, 130; fourth—1.19, 1.14; fifth—1.0

Hurst-Airheart brakes

Manufacturer: Nissan
Model: Datsun 280ZX 1979

Class: C

ENGINE

Manufacturer	Nissan
Type	SOHC 6 cyl. inline
Bore x stroke	86mm x 79mm
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:

		Alt.	Alt.	Alt.
1.	Same as 240Z, 260Z & 280Z	3.32	2.91	3.32
2.	Plus additional alternate listed	2.27	1.90	2.08
3.		1.60	1.31	1.31
4.		1.24	1.00	1.00
5.		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"
Rim width	7"

BRAKES	Standard	Alternate	Alternate
Front:	9.92"	11.375" vented	
Rear:	10.59"	10.5" vented	

WEIGHT & CAPACITIES

Official weight: 2136 lbs. Std. fuel tank capy: 21.1 gal.

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
1.500"	99996-E7008	CP 2271
1.625"	99996-E7007	CP 2270
Rear Caliper		
2.000"	99996-E7107	CP 2382

Alternate

Hurst Airheart brakes

Manufacturer: Nissan
Model: Datsun 280Z 2+2

Class: C

ENGINE

Manufacturer	Nissan
Type	SOHC 6 cyl. inline
Bore x stroke	86mm (3.39") x 79mm (3.31")
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"
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: 2304 lbs. Std. fuel tank capy: 15.9 gal.
26.4 gal. Alt.

ALTERNATE SPECIFICATIONS

2 Or 4 piston brake caliper
240Z/260Z headlight covers and rear spoiler not permitted
Hurst-Airheart brakes

LOCKHEED BRAKE SAME AS PAGE 33. DNL 3/79

Manufacturer: DeTomaso
Model: Pantera

Class: B

ENGINE

Manufacturer	Ford
Type	OHV — V-8
Bore x stroke	4.00″ x 3.50″
Capacity	351 cu. in.
Head material	C.I.
Block material	C.I.
Valve head dia:	
Intake	2.19″
Exhaust	1.71″
Induction system	One motorcraft 4 bbl. 1.57″ pr. 1.69″ sec. (DOOF-AB DIOFEA) or 1.57″ pri. 1.96″ sec. (DIZFEA, D2ZF-AA)

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 10.9″

Gearbox

No. of speeds forward: 5

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	2.23	2.42	2.42			
2.	1.47	1.47	1.47			
3.	1.04	1.09	1.09			
4.	0.84	0.95	0.95			
5.	0.70	0.84	0.70			

Overdrive

Make & Model: None

Ratio . . . . . .

Final Drive Ratios: 4.22, 3.77

CHASSIS

Wheelbase	99″
Track dimension, Front	60.8″
Track dimension, Rear	61.7″
Wheel diameter	15″
Rim width	8.5″ F 10″ R

BRAKES	Standard	Alternate	Alternate
Front:	11.1″ disc	11.97″ vented disc	
Rear:	11.7″ disc	11.97″ vented disc	

WEIGHT & CAPACITIES

Official weight: 2755 lbs. Std. fuel tank capy: 22.4 gal.

SCCA Approved fuel cell may be located in front trunk.

ALTERNATE SPECIFICATIONS

One Holley model B 4777 AAA (4150)
1 11/16″ throttle bore

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

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

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: 1282 lbs. Std. fuel tank capy: 11 gal.

ALTERNATE SPECIFICATIONS

ATB 7224 MGA axle housing assy.

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

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

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: 1364 lbs. Std. fuel tank capy: 11 gal.

ALTERNATE SPECIFICATIONS

ATB 7224 MGA axle housing assy.

Manufacturer: Trojan Ltd. Class: D
Model: Elva Courier MK III 1800 and MK IV 1800

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"
Intake system	Two 1.5" SU

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: Laycock

Ratio . . . . . .

Final Drive Ratios: 3.7, 3.9, 4.2, 4.5, 4.9

CHASSIS

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

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

WEIGHT & CAPACITIES

Official weight: 1356 lbs. Std. fuel tank capy: 11 gal.
20 gal., 6.5 gal. Alt.

ALTERNATE SPECIFICATIONS

ATB 7224 MGA rear axle assy.

Manufacturer: Trojan Ltd. Class: D
Model: Elva Courier 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

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: 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		
Rear:	9″ drum		

WEIGHT & CAPACITIES

Official weight:
1436 lbs. — Roadster; 1542 lbs. — Coupe

Std. fuel tank capy: 8 gal.
6.5, 20 gal. Alt.

ALTERNATE SPECIFICATIONS

Manufacturer: Ferrari S.P.A. Class: C
Model: Dino 246 GT

ENGINE

Manufacturer	Ferrari
Type	DOHC V-6
Bore x stroke	3.65" x 2.36"
Capacity	147.5 cu. in.
Head material	Alloy
Block material	C.I.
Valve head dia:	
Intake	1.674"
Exhaust	1.45"
Induction system	Three Weber 40 DCNF/13 40 mm Pri. 32 mm Sec.

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 9"

Gearbox

No. of speeds forward: 5

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	2.31	2.31				
2.	1.76	1.88				
3.	1.43	1.58				
4.	1.20	1.36				
5.	1.03	1.28				

Overdrive

Make & Model: None

Ratio . . . . . .

Final Drive Ratios: 3.82, 3.15

CHASSIS

Wheelbase	92.5"
Track dimension, Front	59.9"
Track dimension, Rear	60.0"
Wheel diameter	14"
Rim width	8"

BRAKES	Standard	Alternate	Alternate
Front:	10.65" disc		
Rear:	10.9" disc		

WEIGHT & CAPACITIES

Official weight: 2052 lbs. Std. fuel tank capy: 18.5 gal.

ALTERNATE SPECIFICATIONS

Manufacturer: Ferrari
Model: 275 GTB Berlinetta

Class: B

ENGINE

Manufacturer	Ferrari
Type	SOHC V12 dry sump
Bore x stroke	3.03" x 2.31"
Capacity	3286 cc.
Head material	Alum.
Block material	Alum.
Valve head dia:	
Intake	1.50"
Exhaust	1.28"
Induction system	6 Weber 40 DCN-2 or 3 Weber 40 DFI

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 9.5"

Gearbox

No. of speeds forward: 5

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.07	2.47				
2.	2.12	1.84				
3.	1.57	1.45				
4.	1.25	1.20				
5.	1.04	1.04				

Overdrive

Make & Model: None

Ratio . . . . . .

Final Drive Ratios: 3.18, 3.30, 3.44, 3.56, 3.67, 3.78, 3.89, 4.00, 4.13, 4.25, 4.38, 4.57

CHASSIS

Wheelbase	94.6"
Track dimension, Front	58.9"
Track dimension, Rear	60.9"
Wheel diameter	15"
Rim width	8.5"

BRAKES	Standard	Alternate	Alternate
Front:	11.75" disc		
Rear:	11.75" disc		

WEIGHT & CAPACITIES

Official weight: 2056 lbs. Std. fuel tank capy: 37 gal.

ALTERNATE SPECIFICATIONS

Manufacturer: Ferrari S.P.A. Class: B
Model: 308 GTB

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	14.0"
Rim width	10"

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: 2280 lbs. Std. fuel tank capy: 17.6 gal.

ALTERNATE SPECIFICATIONS

Carburetor: 4 DD Weber 2V #600 144 292
Intake Manifold: #600 126 633
15 in. wheels, width 10" (no aluminum)

Manufacturer: Ferrari S.P.A. Class: B
Model: 365 GTB 4 Daytona

ENGINE

Manufacturer	Ferrari
Type	DOHC V-12
Bore x stroke	3.19" x 2.795"
Capacity	267.89 cu. in.
Head material	Alloy
Block material	Alloy
Valve head dia:	
Intake	1.653"
Exhaust	1.472"
Induction system	Six Weber 40 DCN/21 40 mm Pri. 32 mm Sec.

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 9.5"

Gearbox

No. of speeds forward: 5

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.08	2.47				
2.	2.12	1.84				
3.	1.57	1.45				
4.	1.25	1.20				
5.	0.96	0.96				

Overdrive

Make & Model: None

Ratio .....

Final Drive Ratios: 3.30, 4.57, 4.38, 4.25, 4.13, 4.00, 3.88, 3.78, 3.67, 3.44, 3.50

CHASSIS

Wheelbase	94.5"
Track dimension, Front	61.5"
Track dimension, Rear	62.0"
Wheel diameter	15"
Rim width	10"

BRAKES

	Standard	Alternate	Alternate
Front:	11.03" disc		
Rear:	11.69" disc		

WEIGHT & CAPACITIES

Official weight: 2517 lbs. Std. fuel tank capy: 37.7 gal.
49 gal. Alt.

ALTERNATE SPECIFICATIONS

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.

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	49.5"
Track dimension, Rear	51.6"
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: 1418 lbs. Std. fuel tank capy: 7.9 gal.

SCCA approved fuel cell may be located in front trunk.

ALTERNATE SPECIFICATIONS

82286142 girling disc brake caliper

82346805 BRAKES DNL 3/79

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	1.42″
Exhaust	1.20″ or 1.22″
Induction system	1 Weber 32 DMTR 1/200″ pri. 1.26″ sec. or 1 Weber 32 DATRA/100 — 1.26″ Pri. and Sec.

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 7.1″

Gearbox

No. of speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.58	2.87	3.15			
2.	2.24	1.95	1.95	See below		
3.	1.45	1.39	1.57			
4.	0.96	1.04	1.29			
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		
Rear:	8.94″ disc		

WEIGHT & CAPACITIES

Official weight: 1638 lbs. Std. fuel tank capy: 12 gal.

SCCA approved fuel cell may be located in front trunk.

ALTERNATE SPECIFICATIONS

5 speed transmission from new "FP" model

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	1.63″
Exhaust	1.42″
Induction system	One Weber 34 DFH-1; One Weber 34 DMSA-1

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 7.9″

Gearbox

No. of speeds forward: 5

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.42	3.24	3.80	3.67	3.47	3.47
2.	2.10	1.99	2.18	2.10	1.99	1.99
3.	1.36	1.29	1.41	1.36	1.39	1.29
4.	1.00	1.00	1.00	1.00	1.25	1.00
5.	0.91	0.86	0.91	0.88	1.00	0.84

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: 1874 lbs. Std. fuel tank capy: 11.8 gal.
11.4 gal.

ALTERNATE SPECIFICATIONS

Alternate Rotor — Part #82286142

BRAKES 82346805 DNL 5/79

Manufacturer: Fiat
Model: 124 Sport Spider thru 1977

Class: F

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	98.12 cu in.; 97.17 cu. in.; 107.13 cu. in.
Head material	Alloy
Block material	C.I.
Valve head dia:	
Intake	1.63″
Exhaust	1.42″
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

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 7.9″ or 8.5″

Gearbox

No. speeds forward: 5

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.42	3.24	3.80	3.67	3.47	3.47
2.	2.10	1.99	2.18	2.10		1.99
3.	1.36	1.29	1.41	1.36	1.39	1.29
4.	1.00	1.00	1.00	1.00	1.25	1.00
5.	0.91	0.86	0.91	0.88	1.00	0.84

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: 1874 lbs. Std. fuel tank capy: 11.8 gal.
11.4 gal.

ALTERNATE SPECIFICATIONS

Alternate Rotor — Part #82286142

BRAKES 82346805 DNC 4/79

Manufacturer: Fiat
Model: Fiat x 1/9 w/5 Speed

Class: F

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	1.42" (36 mm)
Exhaust	~~1.22" (31 mm)~~ 1.363 (33 mm)
Induction system	One Weber 34 mm DMTR

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 7.1"

Gearbox

No. speeds forward: 5

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.
1.	3.58	2.353	2.25		
2.	2.235	1.842	1.68		
3.	1.454	1.391	1.36		
4.	1.042	1.16	1.12		
5.	0.86	1.035	1.0		

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: 1615 lbs. Std. fuel tank capy: 11.8 gal.

gal. Alt.

SCCA approved fuel cell may be located in front trunk.

ALTERNATE SPECIFICATIONS

Rods: P/N 429-1576 4211629 DWL 5/79

Crandshaft: P/N 429-1574, 4211636

Lancia disc brakes (9.875)

Manufacturer: Fiat
Model: Fiat 124 Sport Spider 1600 and 124 Spider 2000

Class: E

ENGINE

Manufacturer	Fiat
Type	DOHC 4 cyl. inline
Bore x stroke	3.15" x 3.15"
Capacity	98.12" cu. in.
Head material	Alum.
Block material	C.I.
Valve head dia:	
Intake	1.63"
Exhaust	1.43"
Induction system	Two Weber 2 bbl. 40 IDF -4DIFI 40 mm Pri. 40 mm Sec. or two Solex C40P116

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 7.9"

Gearbox

No. speeds forward: 5

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.						
2.	Same as Fiat 124 Sport Spider					
3.						
4.						
5.						

SEE DWL 3/79

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:	8.9" disc	10.0" disc	
Rear:	8.9" disc	10.0" disc	

WEIGHT & CAPACITIES

Official weight: 1600—1874 lbs., 2000—~~1974~~ 1947 lbs. Std. fuel tank capy: 11.8 gal.

DWL 3/79

ALTERNATE SPECIFICATIONS

Alternate Rotor — Part #82286142

BRAKES - 82346805 DWL 3/79

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: 1133 lbs. Std. fuel tank capy: 7 gal.
16 or 19 gal. Alt.

ALTERNATE SPECIFICATIONS

Disc brakes (single or dual pad)
Alfin brakes (2, 3, or 4 shoe
Front end reinforcement

903cc Fiat Motor (See Fiat 850 Spider) may be substituted. No interchange of parts is permitted.

Manufacturer: Abarth
Model: Fiat Abarth OT 1300/124 Coupe

Class: F

ENGINE

Manufacturer	Fiat Abarth
Type	OHV 4 cyl. inline
Bore x stroke	2.972" x 2.815"
Capacity	78.08 cu. in.
Head material	Alum.
Block material	C.I.
Valve head dia:	
Intake	1.54"
Exhaust	1.37"
Induction system	One Weber 45 DCOE (45mm)

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 6.3"

Gearbox

No. speeds forward: 4 or 5

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.64	2.85	3.38	3.38		
2.	2.06	1.95	2.06	2.44		
3.	1.41	1.47	1.43	1.33		
4.	0.96	1.17	1.03	1.04		
5.			0.87	0.81		

Overdrive

Make & Model: None

Ratio .....

Final Drive Ratios: 3.70, 4.11, 4.63, 4.88

CHASSIS

Wheelbase	79.8"
Track dimension, Front	51.5"
Track dimension, Rear	53.5"
Wheel diameter	13.0"
Rim width	7"

BRAKES	Standard	Alternate	Alternate
Front:	8.9" disc		
Rear:	7.3" drum	8.9" disc	

WEIGHT & CAPACITIES

Official weight: 1470 lbs. Std. fuel tank capy: 7.9 gal.
15.6 gal. Alt.

ALTERNATE SPECIFICATIONS

Manufacturer: Ford
Model: Boss 429 Mustang 1969, 1970

Class: B (ex-AP)

ENGINE

Manufacturer	Ford
Type	OHV — V-8
Bore x stroke	4.36" x 3.59"
Capacity	429 cu. in.
Head material	Alum.
Block material	C.I.
Valve head dia:	
Intake	2.28"
Exhaust	1.90"
Induction system	One Holley doof — 9510 — N. R 4 bbl. 1.6875" Pri. 1.6875" Sec.

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 11.5"

Gearbox

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	2.32					
2.	1.69					
3.	1.29					
4.	1.00					
5.						

Overdrive

Make & Model: None

Ratio.....

Final Drive Ratios: 3.91, 4.11, 4.30, 4.44, 4.57, 4.71, 4.86

CHASSIS

Wheelbase	108"
Track dimension, Front	64.9"
Track dimension, Rear	64.9"
Wheel diameter	15"
Rim width	8.5"

BRAKES	**Standard**	**Alternate**	**Alternate**
Front:	11.3" disc		
Rear:	10.0" drum		

WEIGHT & CAPACITIES

Official weight: 3126 lbs. Std. fuel tank capy: 22 gal.
31.7 gal. Alt.

NOTE: Must use throttle restrictor plates of 1⅜" diameter. (See Appendix A for diagram)

ALTERNATE SPECIFICATIONS

Manufacturer: Griffith
Model: 200

Class: B (ex-AP)

ENGINE

Manufacturer	Ford
Type	OHV V-8
Bore x stroke	4.00″ x 2.87″
Capacity	4727 cc
Head material	C.I.
Block material	C.I.
Valve head dia:	
Intake	2.03″
Exhaust	1.85″
Induction system	One 4 bbl. (Carter, Holley or Ford)

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 11″

Gearbox

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	2.20	2.33	2.20			
2.	1.63	1.61	1.48			
3.	1.31	1.20	1.18			
4.	1.00	1.00	1.00			
5.						

Overdrive

Make & Model: None

Ratio . . . . . .

Final Drive Ratios: 3.9, 4.1

CHASSIS

Wheelbase	85.5″
Track dimension, Front	56.5″
Track dimension, Rear	58.2″
Wheel diameter	15″
Rim width	7″

BRAKES	Standard	Alternate	Alternate
Front:	11″ disc		
Rear:	9″ drum	9″ disc (girling)	

WEIGHT & CAPACITIES

Official weight: 1449 lbs. Std. fuel tank capy: 18 gal.
37 gal. Alt.

ALTERNATE SPECIFICATIONS

Mot-Vac vacuum brake booster

Manufacturer: Jaguar
Model: XK 120, XK 140, XK 150, 3.4 and 3.8

Class: D

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

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: 2612 lbs. Std. fuel tank capy: 17 gal.

ALTERNATE SPECIFICATIONS

C4359 fuel tank

XK-E intake manifolds

Manufacturer: British Leyland Class: C
Model: Jaguar XK-E, 3.8 and 4.2, Coupe and Roadster

ENGINE

Manufacturer	BLMI
Type	DOHC, 6 cyl. inline
Bore x stroke	3.63″ x 4.17″ or 3.43″ x 4.17″
Capacity	4235 cc or 3781 cc
Head material	Alum.
Block material	C.I.
Valve head dia:	
Intake	1,75″
Exhaust	1.625″
Induction system	Three 2″ SU or two 1.75″ Zenith-Stromberg

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 10″

Gearbox

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	2.98	3.38	2.14	2.68	2.93	
2.	1.74	1.86	1.65	1.74	1.91	
3.	1.21	1.28	1.28	1.27	1.39	
4.	1.00	1.00	1.00	1.00	1.00	
5.						

Overdrive

Make & Model: None

Ratio . . . . . .

Final Drive Ratios: 2.69, 2.79, 2.88, 2.93, 3.07, 3.31, 3.54, 3.77, 4.09, 4.27, 4.55, 4.78, 4.89, 5.38

CHASSIS

Wheelbase	96″
Track dimension, Front	55.62″
Track dimension, Rear	54.6″
Wheel diameter	15″
Rim width	7.5″

BRAKES	**Standard**	**Alternate**	**Alternate**
Front:	11 3/16″ disc	12″ disc	
Rear:	10 3/8″ disc	11″ disc	

WEIGHT & CAPACITIES

Official weight: 2337 lbs.—Roadster; 2394 lbs.—Coupe Std. fuel tank capy: 17 gal.
29 or 37 gal. Alt.

ALTERNATE SPECIFICATIONS

BD 19929/A Alum. Bonnet (no change in official weight)

Manufacturer: British Leyland
Model: Jaguar Series 3E

Class: B

ENGINE

Manufacturer	British Leyland
Type	SOHC V-12
Bore x stroke	3.54" x 2.76"
Capacity	5343 cc
Head material	Alum.
Block material	Alum.
Valve head dia:	
Intake	1.623"
Exhaust	1.358"
Induction system	Four Zenith 175 CDSE or four 1.75" SU

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 10.5"

Gearbox

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	2.93	2.14	1.80			
2.	1.91	1.65	1.49			
3.	1.39	1.28	1.20			
4.	1.0	1.0	1.0			
5.						

Overdrive

Make & Model: None

Ratio .....

Final Drive Ratios: 2.69, 2.77, 2.93, 3.07, 3.31, 3.54, 3.77, 4.55

CHASSIS

Wheelbase	105.0"
Track dimension, Front	58.5"
Track dimension, Rear	57.5"
Wheel diameter	15"
Rim width	8.5"

BRAKES	Standard	Alternate	Alternate
Front:	11.18" disc	11.930" disc	
Rear:	10.38" disc	11.18" disc	

WEIGHT & CAPACITIES

Official weight: 2717 lbs. Std. fuel tank capy: 18 gal.

ALTERNATE SPECIFICATIONS

Front disc — C4192, Caliper — RTC-1117, RTC-1118

Manufacturer: British Leyland
Model: Jaguar XJ-S

Class: B

ENGINE

Manufacturer	BLMI
Type	SOHC V-12
Bore x stroke	3.54" x 2.76"
Capacity	5343 cc
Head material	Alum.
Block material	Alum.
Valve head dia:	
Intake	1.623"
Exhaust	1.358"
Induction system	Lucas electronic manifold fuel injection or four Zenith 1.75" CDSE or four 1.75" SU

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 10.5"

Gearbox

No. speeds forward: 3

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	2.39					
2.	1.45					
3.	1.00					
4.						
5.						

Overdrive

Make & Model: None

Ratio . . . . . .

Final Drive Ratios: 2.69, 2.77, 2.93, 3.07, 3.31, 3.54, 3.77, 3.90, 4.09, 4.55

CHASSIS

Wheelbase	102.0"
Track dimension, Front	63.0"
Track dimension, Rear	63.0"
Wheel diameter	15"
Rim width	8.5"

BRAKES

	Standard	Alternate	Alternate
Front:	11.18" disc	12.12" disc	Lockheed Calipers
Rear:	10.33" disc	11.18" disc	Lockheed Calipers

WEIGHT & CAPACITIES

Official weight: 2660 lbs. Std. fuel tank capy: 23 gal.

ALTERNATE SPECIFICATIONS

Front discs: #27-10630, 27-12268

Front calipers: #200 (2), #250 (2)

Caliper spacer: .31"

Rear disc: 11.18" stock front

Manufacturer: Jensen Motors
Model: Jensen-Healey and GT

Class: D

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

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: 2076 lbs. Std. fuel tank capy: 13.2 gal.

Sleeves: Cast Iron

ALTERNATE SPECIFICATIONS

Manufacturer: Lotus
Model: Lotus 7 and 7 America

Class: F

NOTE: Parts may not be interchanged between the two engine/clutch/units.

ENGINE

	Ford 105E	or	**BMC**
Manufacturer			
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

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: 845 lbs. Std. fuel tank capy: 9.5 gal.

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

Manufacturer: Lotus
Model: Super 7

Class: D

NOTE: Parts may not be unterchanged 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 DCOE or two 40 DCOE Weber

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 7.25" 8.0"

Gearbox

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	4.12	2.92	3.54	2.51		
2.	2.40	1.70	2.40	1.64		
3.	1.41	1.28	1.41	1.23		
4.	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 dimension, Front	50.9"
Track dimension, 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	(see below)	
Rear:	7" drum		

WEIGHT & CAPACITIES

Official weight: Std. fuel tank capy: 9.5 gal.

1340—950 lbs.; 1500—1045 lbs. (two carb) 1000 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 ⅞" track increase)
Authorized frame modification: Information available from SCCA
Cosworth main bearing caps and rocker pedestals (109E only)
Headlights & associated hardware may be removed

SEE DRIVERS NEWS LETTER MAY 1979

Manufacturer: Lotus
Model: Lotus Seven Series Four

Class: D

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	~~51.5″~~ 53.1 DVL 7/79
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: 1188 lbs. Std. fuel tank capy: 9.0 gal.

ALTERNATE SPECIFICATIONS

Manufacturer: Lotus Class: C
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 40 DCOE or two Dell 'Orto HLA 40

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: 1254 lbs. Std. fuel tank capy: 12 gal.
Roadster & Coupe: 1299 lbs.

ALTERNATE SPECIFICATIONS

Two Stromberg 175 CD 2 1.75"
26L-702A 10.5 gal. aux. fuel tank
26C-059/60A alloy brake calipers, front
Steel crankshaft of same stroke and journal dimensions
Cosworth connecting rods #KK 0010
Steel main bearing caps

Manufacturer: Lotus
Model: Lotus Elan +2

Class: C

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	1.53", 1.625" or 1.690"
Exhaust	1.32", 1.365" or 1.440"
Induction system	Two Weber 40 DCOE

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8.0"

Gearbox

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.54	2.51	2.97	2.51		
2.	2.40	1.70	2.01	1.64		
3.	1.41	1.23	1.40	1.23		
4.	1.00	1.00	1.00	1.00		
5.						

Overdrive

Make & Model: None

Ratio .....

Final Drive Ratios: 3.55, 3.77, 3.90, 4.12, 4.43, 4.70

CHASSIS

Wheelbase	96"
Track dimension, Front	57.7"
Track dimension, Rear	58.7"
Wheel diameter	13"
Rim width	7"

BRAKES	**Standard**	**Alternate**	**Alternate**
Front:	9.0" disc	9.63" disc	
Rear:	10.0" disc	9.25" disc	

WEIGHT & CAPACITIES

Official weight: 1662 lbs. Std. fuel tank capy: 15.6 gal.
12.3 gal. Alt.

ALTLERNATE SPECIFICATIONS

Steel main bearing caps
Alloy brake calipers front — 26C-059/60A
Steel crankshaft of same stroke journal dimensions
Cosworth connecting rods #KK 0010

ALTERNATE

Block: 1600 Pinto (bore 3.1881, stroke 3.056)
PN# DIF2-6010-C w/crankshaft and rods
(Front cover may be modified)

Manufacturer: Lotus
Model: Lotus Mark 46, 54, 65 Europa

Class: E

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 1⅜" DIDSA2 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: 1173 lbs. Std. fuel tank capy: 8.4 gal.
16.8 gal. Alt.

ALTERNATE SPECIFICATIONS

Cylinder Head Casting — R-16 Renault

*Discs from twin cam

Manufacturer: Lotus Cars Ltd. Class: C
Model: Lotus Europa Twin Cam

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 40 DCOE or Two Dell'Orto HLA 40 Two Zenith Stromberg 175 CD 25

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

?fficial weight: 1271 lbs. Std. fuel tank capy: 15 gal.

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)
PN# DIFZ-6010-C w/crankshaft and rods
(Front cover may be modified)

Manufacturer: Lotus
Model: Esprit

Class: C

ENGINE

Manufacturer	Lotus
Type	DOHC 4 cyl. 4 valve inline
Bore x stroke	3.75" x 2.726"
Capacity	1973 cc/120.4 CID
Head material	Alum.
Block material	Alum.
Valve head dia:	
Intake	1.40" (2)
Exhaust	1.215" (2)
Induction system	Two Sidedraft Zenith 175 CD2SE or two Dellorto DHLA 45E Carbs. Manifold B907E123Y

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter:

Gearbox

No. speeds forward: 5

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	2.920					
2.	1.940					
3.	1.320					
4.	0.970					
5.	0.760					

Overdrive

Make & Model: None

Ratio . . . . . .

Final Drive Ratios: 4 375:1

CHASSIS

Wheelbase	96"
Track dimension, Front	63.9"
Track dimension, Rear	63.9"
Wheel diameter	14"
Rim width	7.5" F, 8.5" R

BRAKES	**Standard**	**Alternate**	**Alternate**
Front:	9.7" disc		
Rear:	10.82" disc		

WEIGHT & CAPACITIES

Official weight: 2185 lbs. Std. fuel tank capy: 18 gal.

ALTERNATE SPECIFICATIONS

Manufacturer: Toyo Kogyo Co. Ltd. Class: C
Model: Mazda RX7

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

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.	2.21	1.69	1.60		
3.	1.43	1.28	1.24		
4.	1.00	1.00	1.00		
5.	0.82	0.88	0.84		

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 DNL 3/79

CHASSIS

Wheelbase	95.3"
Track dimension, Front	63.2"
Track dimension, Rear	62.8"
Wheel diameter	13" or 14"
Rim width	7"

BRAKES	Standard	Alternate	Alternate
Front:	9.0" disc	11.81" disc	
Rear:	7.9" drum	10.5" disc	

WEIGHT & CAPACITIES

Official weight: 2136 lbs. Std. fuel tank capy: 14.5 gal.
gal. Alt.

ALTERNATE SPECIFICATIONS

Peripheral inlet port rotor housing
Intake: 43mm port, max. width
Exhaust: 44mm port, max. width
Alt. rear axle housing P/N 0000-03-601
Alt. brakes—Lockheed

Manufacturer: Matra
Model: MB8, DJET 5 & MB8S, DJET5S

Class: G

ENGINE

Manufacturer	Renault
Type	OHV, 4 cyl. inline
Bore x stroke	2.76" x 2.83"
Capacity	1108 cc
Head material	Alum.
Block material	C.I.
Valve head dia:	
Intake	1.38" or 1.22"
Exhaust	1.26" or 1.06"
Induction system	Two Weber 40 DCOE or Two Solex PAIA 3 or Two Zenith 38DIX or One Zenith 32DIX or CD

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 7.1"

Gearbox

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.97	2.67	1.92	2.50	2.70	4.00
2.	2.26	1.69	1.70	1.70	1.49	2.70
3.	1.38	1.26	1.00	1.00	1.17	1.38
4.	1.00	1.00	0.85	0.85	1.00	1.00
5.						

Overdrive

Make & Model: None

Ratio .....

Final Drive Ratios: 3.66, 3.89, 4.13, 4.38, 4.85, 5.82

CHASSIS

Wheelbase	94.5"
Track dimension, Front	55.2"
Track dimension, Rear	54.0"
Wheel diameter	13" or 15"
Rim width	5.5"

BRAKES

	Standard	Alternate	Alternate
Front:	10.2" disc		
Rear:	10.2" disc		

WEIGHT & CAPACITIES

Official weight: 1282 lbs. Std. fuel tank capy: 12.5 gal.
18.5 gal. Alt.

ALTERNATE SPECIFICATIONS

Dual caliper disc brakes — Bendix
Gordini head
Alternate — Renault 812 Motor Complete

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

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: 1377 lbs. Std. fuel tank capy: 7 gal.

ALTERNATE SPECIFICATIONS

Q 2491 Alfin brake drums

Q 2353 (ATA 7154) 8″ front brakes

Mark III transmission case

Substitute main bearing caps

Backing plate & wheel cylinders: Part # BTA 566 R/H BTA 566 L/H GWC 1102

Manufacturer: British Leyland
Model: MG Midget AN2, AN3

Class: G

ENGINE

Manufacturer	BLMI
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

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: 1392 lbs. Std. fuel tank capy: 7 gal.
7 gal. Aux.

ALTERNATE SPECIFICATIONS

Manufacturer: British Leyland
Model: MG Midget Mk III, IV and 1500

Class: F

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	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 — 1404 lbs.; 1500 — 1520 lbs.

Std. fuel tank capy: 7.2 gal.
7.3 gal. Aux.

Note: Roll Bars meeting requirements for cars under 1500 lbs. are acceptable

Note: Parts may not be interchanged between engine units

ALTERNATE SPECIFICATIONS

Alternate intake manifold for 1275 — #NPN 500

9.125" disc — #208715

Calipers — #27H, 27H-4651

Manufacturer: British Leyland
Model: MG-A 1500, 1600 & 1622

Class: G

ENGINE

Manufacturer	BLMI
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

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"

BRAKES

	Standard	Alternate	Alternate
Front:	11" disc	10" drum	
Rear:	10" drum		

WEIGHT & CAPACITIES

Official weight: 1781 lbs. Std. fuel tank capy: 12 gal.
25 or 18 or 20 gal. Alt.

ALTERNATE SPECIFICATIONS

4 wheel disc brakes

Manufacturer: British Leyland
Model: MG-A Twin Cam

Class: G

ENGINE

Manufacturer	BLMI
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

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"

BRAKES

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

WEIGHT & CAPACITIES

Official weight: 1999 lbs. Std. fuel tank capy: 12 gal.
18 or 20 or 25 gal. Alt.

ALTERNATE SPECIFICATIONS

Manufacturer: British Leyland
Model: MGB & MGB-GT

Class: E

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 — 1805 lbs. or Two 2.0" SU — 1852 lbs.

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	**Standard**	**Alternate**	**Alternate**
Front:	10.75" disc		
Rear:	10.00" drum		

WEIGHT & CAPACITIES

Official weight: See above Std. fuel tank capy: 14.3 gal.
20 gal. Aux. 28.5 gal Alt.

ALTERNATE SPECIFICATIONS

17H 8152 0.75" rear wheel cyls.

Alternate intake manifold for 2" SU — 12 H2838

Manufacturer: British Leyland
Model: MG-C and MG-C GT

Class: D

ENGINE

Manufacturer	BLMI
Type	OHV, 6 cyl. inline
Bore x stroke	3.28″ x 3.54″
Capacity	2912 cc
Head material	C.I.
Block material	C.I.
Valve head dia:	
Intake	1.75″
Exhaust	1.56″
Induction system	Two 1.75″ HS-6 SU

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 9.16″

Gearbox

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.44	2.98	2.98	2.45	2.98	
2.	2.17	2.06	1.70	1.82	1.70	
3.	1.38	1.31	1.31	1.31	1.31	
4.	1.00	1.00	1.00	1.00	1.00	
5.						

Overdrive

Make & Model: Laycock

Ratio 0.82

Final Drive Ratios: 3.07, 3.307, 3.7, 3.91, 4.22, 2.74, 4.55, 3.58, 4.88

CHASSIS

Wheelbase	91.0″
Track dimension, Front	53.7″
Track dimension, REAR	52.7″
Wheel diameter	15″
Rim width	6.5″

BRAKES

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

WEIGHT & CAPACITIES

Official weight:

Roadster: 2106 lbs.; Coupe: 2163 lbs.

Std. fuel tank capy: 14.3 gal.

28.5 gal. Alt.

ALTERNATE SPECIFICATIONS

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: 7⅜"

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

WEIGHT & CAPACITIES

Official weight: 1383 lbs. Std. fuel tank capy: 10 gal.

ALTERNATE SPECIFICATIONS

4/4-12-251 close ratio gears

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: 7⅜"

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: 1383 lbs. Std. fuel tank capy: 13 gal.

ALTERNATE SPECIFICATIONS

4/4-12-251 close ratio gears

Manufacturer: Morgan Motor Company
Model: Morgan Plus 4

Class: E

ENGINE

Manufacturer	Triumph
Type	OHV, 4 cyl. inline
Bore x stroke	3.39″ 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

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 9″

Gearbox

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: None

Ratio . . . . . .

Final Drive Ratios: 2.8, 3.56, 3.72, 4.1, 4.55

CHASSIS

Wheelbase	96.0″
Track dimension, Front	51.5″
Track dimension, Rear	52.3″
Wheel diameter	15″
Rim width	6″

BRAKES	**Standard**	**Alternate**	**Alternate**
Front:	11″ disc		
Rear:	9″ drum		

WEIGHT & CAPACITIES

Official weight: 1755 lbs. Std. fuel tank capy: 15 gal.

ALTERNATE SPECIFICATIONS

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	Alternte	Alternate
Front:	9.37″ Disc	Disc #90000182	
Rear:	7.87″ Drum	Disc #9280751	

WEIGHT & CAPACITIES

Official weight: 1496 lbs. Std. fuel tank capy: 19 gal.

ALTERNATE SPECIFICATIONS

Manufacturer: Opel
Model: Opel GT 1900, Model 77

Class: E

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.

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: 1862 lbs. Std. fuel tank capy: 19 gal.
15 gal. Alt.

ALTERNATE SPECIFICATIONS

One Solex Type CCI 1.57" Pri. 1.57" Sec.
One Weber 40-DFI-5

Manufacturer: Porsche
Model: 356, 356A — 1300 and 1300 S Coupe and Cabriolet

Class: G

ENGINE

Manufacturer	Porsche
Type	OHV, 4 cyl. oppossed
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: 1618 lbs.; Cabriolet: 1637 lbs.

Std. fuel tank capy: 13 gal.
21 gal. Alt.

ALTERNATE SPECIFICATIONS

60 mm front brakes with venter backing plate.

Manufacturer: Porsche Class: E
Model: 356, 356A, 356C — (1500, 1600), 356C/1600 SC, 356B Super 90 Cabriloet

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: 1529 lbs. Std. fuel tank capy: 13 gal.
19 or 21 gal. Alt.

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: 924

Class: D

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 alternate

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8.464"

Gearbox

No. speeds forward: 4 or 5

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.60	3.60	3.60	2.78	2.78	3.16
2.	2.12	2.00	2.26	1.68	1.72	1.77
3.	1.36	1.54	1.43	1.11	1.21	1.21
4.	0.96	1.11	1.03	0.80	0.93	0.93
5.				0.60	0.70	0.70

2.64 - 2.40
1.63
1.26 - 1.32
1.00 - 1.08
.089

Overdrive

Make & Model: None

Ratio .....

Final Drive Ratios: 3.44, 3.45, 3.72, 3.88, 4.11, 4.12, 4.71, 5.00 3.85 ~~3.86~~ 4.06

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: 2137 lbs. Std. fuel tank capy: 17.43 gal.

ALTERNATE SPECIFICATIONS

CYL HEAD #931 104 0015 DWL 5/9

Manufacturer: Porsche
Model: Carrera (1500 and 1600)

Class: D

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	**Standard**	**Alternate**	**Alternate**
Front:	11" drum		
Rear:	11" drum		

WEIGHT & CAPACITIES

Official weight: Std. fuel tank capy: 13 gal.

Coupe: 1776 lbs.; Spdstr: 1596 lbs. 21 gal. Alt.

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
Model: GTS/904

Class: B

ENGINE

Manufacturer	Porsche
Type	DOHC 4 cyl. opposed
Bore x stroke	3.62″ x 2.91″
Capacity	1966 cc
Head material	Alum.
Block material	Alum.
Valve head dia:	
Intake	1.93″
Exhaust	1.69″
Induction system	Two Weber 46 UDN or 46 IDA

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8″

Gearbox

No. speeds forward: 5

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	2.83	2.64	2.40				
2.	2.00	1.83	1.68	1.55			
3.	1.48	1.36	1.32	1.12	1.55		
4.	1.22	1.12	1.04	0.89	0.93	1.32	
5.	1.04	0.96	0.82	0.76	0.89	0.79	1.22

Overdrive

Make & Model: None

Ratio . . . . . .

Final Drive Ratios: 4.43, 6.29

CHASSIS

Wheelbase	90.6″
Track dimension, Front	55.9″
Track dimension, Rear	55.8″
Wheel diameter	15″
Rim width	7″

BRAKES

	Standard	Alternate	Alternate
Front:	10.8″ disc	11.2″ disc	
Rear:	11.2″ disc		

WEIGHT & CAPACITIES

Official weight: 1358 lbs. Std. fuel tank capy: 29 gal.

ALTERNATE SPECIFICATIONS

904.351.1004/1005 — Alum. brake caliper — front

904.352.1004/1005 — Alum. brake caliper — rear

Manufacturer: Porsche Class: D
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: 2042 lbs. Std. fuel tank capy: 16.3 gal.
26.0 gal. Alt.

ALTERNATE SPECIFICATIONS

Two Weber 40 IDT 3/C3 C1
"S" caliper, alloy. "S" disc is ventilated
#F/90135104116, R90135204114

Manufacturer: Porsche
Model: 911T, 911E, 911S Coupe and Targa 1969-1977

Class: C

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"
Wheel diameter	14" or 15"
Rim width	7.5"

BRAKES	**Standard**	**Alternate**	**Alternate**
Front:	11.1" disc	300mm Disc	
Rear:	11.4" disc	300mm disc	

WEIGHT & CAPACITIES

Official weight: ~~2185~~ 2090 lbs. DNL 3/79 Std. fuel tank capy: 16.4 gal. 23.8 gal. or 29.1 gal.

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

Manufacturer: Porsche
Model: 911 SC Coupe/Targa Cabriolet 1973-1977

Class: B

ENGINE

Manufacturer	Porsche
Type	SOHC 6 cylinder opposed
Bore x stroke	90 mm x 70.4 mm
Capacity	2687 cc
Head material	Alloy
Block material	Alloy — Sleeves (alloy)
Valve head dia:	
Intake	46 mm
Exhaust	40 mm
Induction system	Bosch K-Jetronic fuel injection or alternate—see below

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 225 mm

Gearbox

No. speeds forward: 5 or 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.						
2.						
3.	Same as 911 and 911S 2.7 — 1969-1976					
4.						
5.						

Overdrive

Make & Model: None

Ratio .....

Final Drive Ratios: 4.43, 4.37, 5.28, 3.86

CHASSIS

Wheelbase	89.4"
Track dimension, Front	58.75"
Track dimension, Rear	59.1"
Wheel diameter	15"
Rim width	8.5" front 10" rear

BRAKES	**Standard**	**Alternate**	**Alternate**
Front:	282 mm disc	300 mm disc	Lockheed Calipers #CD2270 Rotors
Rear:	290 mm disc	300 mm disc	Lockheed Calipers #CD2271 Rotors

WEIGHT & CAPACITIES

Official weight: 2184 lbs. Std. fuel tank capy: 85 liter
110 liter Alt.

Alternate injection: 911.104.008.00 911.110.011.72 (43mm)
911.110.222.72 911.110.012.72 (43mm)
901.110.015.01

Alternate calipers: Front — 911.351.525.00L 91.351.526.00R
Rear — 911.352.525.00L 911.352.526.00R

Alternate front & rear calipers (#CD2270, CD2271) are Lockheed Rotors.

Manufacturer: Porsche
Model: 911 SC Coupe/Targa Cabriolet 1978 3.0 liter

Class: B

ENGINE

Manufacturer	Porsche
Type	SOHC 6 cylinder opposed
Bore x stroke	95mm x 70.4mm
Capacity	2994 cc
Head material	Alloy
Block material	Alloy — Sleeves (alloy)
Valve head dia:	
Intake	49 mm
Exhaust	41.9 mm
Induction system	Bosch K-Jetronic fuel injection or alternate—see below

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 225 mm

Gearbox

No. speeds forward: 5 or 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.181		3.181		2.400	
2.	1.833		2.187		1.694	
3.	1.261		1.600		1.315	
4.	1.000		1.126		1.080	
5.	0.821		1.000		0.889	

Also same as 911 and 911S 2.7, 1969-1976

Overdrive

Make & Model: None

Ratio . . . . . .

Final Drive Ratios: 4.43, 5.28, 3.875, 4.375, 3.86

CHASSIS

Wheelbase	89.4"
Track dimension, Front	57.75"
Track dimension, Rear	59.0"
Wheel diameter	15"
Rim width	8.5" front 10" rear

BRAKES	**Standard**	**Alternate**	**Alternate**
Front:	282 mm disc	304 mm disc	Lockheed Calipers #CD2270 Rotors
Rear:	290 mm disc	309 mm disc	Lockheed Calipers #CD2271 Rotors

WEIGHT & CAPACITIES

Official weight: 2072 lbs. Std. fuel tank capy: 80 liter (21-14)

3 LITER 2090 DNL 8/79 110 liter Alt.

Alternate injection:

911.104.008.00	911.110.011.72 (43mm)
911.110.222.72	911.110.012.72 (43mm)
901.110.015.01	Bosch 43.4mm

Alternate calipers: Front — 911.351.525.00L 911.351.526.00R
Rear — 911.352.525.00L 911.352.526.00R

Alternate front & rear calipers (#CD2270, CD2271) are Lockheed Rotors.

Manufacturer: Porsche
Model: Turbo Carrera

Class: B (ex-AP)

ENGINE

Manufacturer	Porsche
Type	SOHC 6 cyl. opposed
Bore x stroke	95 mm x 70.4 mm
Capacity	2993 cc
Head material	Alloy
Block material	Alloy
Valve head dia:	
Intake	49 mm
Exhaust	41.5 mm
Induction system	Bosch K-Jetronic fuel injection 64 mm turbo charged

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 9.45″

Gearbox

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1. 2.25	1.83	1.60				
2.	1.30	1.14	1.12			
3.	0.89	1.00	0.93			
4.	0.66	0.73	0.63			
5.						

Note: Third and Fourth gears are interchangeable.

Overdrive

Make & Model: None

Ratio . . . . . .

Final Drive Ratios: 4.22, 4.00, 4.63, 5.12

CHASSIS

Wheelbase	89.5″
Track dimension, Front	60.2″
Track dimension, Rear	63.5″
Wheel diameter	15″
Rim width	8.5″ front 10″ rear

BRAKES	Standard	Alternate	Alternate
Front:	11.1″ disc		
Rear:	11.4″ disc		

WEIGHT & CAPACITIES

Official weight: 2755 lbs. Std. fuel tank capy: 21.1 gal.

ALTERNATE SPECIFICATIONS

Manufacturer: Porsche
Model: Turbo Carrera 3.3 liter

Class: B

ENGINE

Manufacturer	Porsche
Type	SOHC 6 cyl. opposed
Bore x stroke	97 mm x 74.4 mm
Capacity	3299 cc
Head material	Alloy
Block material	Alloy
Valve head dia:	
Intake	49 mm
Exhaust	41.5 mm
Induction system	Bosch K-Jetronic fuel injection 64 mm turbo charged

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 9.45″

Gearbox

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	2.25	1.83	1.60	1.85	1.60	
2.	1.30	1.14	1.12	1.20	1.12	
3.	0.89	1.00	0.93	0.93	1.00	
4.	0.66	0.73	0.68	0.79	0.69	
5.						

Note: Third and Fourth gears are interchangeable.

Overdrive

Make & Model: None

Ratio . . . . . .

Final Drive Ratios: 4.22, 4.00, 4.63, 5.12

CHASSIS

Wheelbase	89.5″
Track dimension, Front	60.2″
Track dimension, Rear	63.5″
Wheel diameter	15″
Rim width	8.5″ front 10″ rear

BRAKES	Standard	Alternate	Alternate
Front:	11.96″ disc		
Rear:	12.16″ disc		

WEIGHT & CAPACITIES

Official weight: 3040 lbs. Std. fuel tank capy: 21.1 gal.

ALTERNATE SPECIFICATIONS

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: 1818 lbs. Std. fuel tank capy: 16.3 gal.
26.0 gal. Alt.

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

Manufacturer: Porsche
Model: 912 Coupe/Targa-Cabriolet 1969

Class: E

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 PII-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: 1818 lbs. Std. fuel tank capy: 16.4 gal.
26.4 gal. Alt.

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: 2113 lbs. Std. fuel tank capy: 21.1 gal.

Note: Cast iron sleeves

ALTERNATE SPECIFICATIONS

Intake manifolds — 021 129 705 R

Manufacturer: Porsche
Model: 914

Class: E

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 41mm (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: 1863 lbs. Std. fuel tank capy: 16.4 gal.

ALTERNATE SPECIFICATIONS

Sleeves: cast iron

Intake manifolds — #021 129 705 N

Manufacturer: Porsche
Model: 914S

Class: D

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

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		
Rear:	11.1" disc		

WEIGHT & CAPACITIES

Official weight: 1816 lbs. Std. fuel tank capy: 16.4 gal.

ALTERNATE SPECIFICATIONS

Sleeves: cast iron

Intake manifolds — #021 129 705 R

Manufacturer: Porsche
Model: 914/6

Class: C

ENGINE

Manufacturer	Porsche
Type	SOHC 6 cyl. opposed
Bore x stroke	3.15" x 2.60" or 84 mm x 70.4 mm
Capacity	1991 cc or 2341 cc
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

86x70.4 - 2457 cc
2500 IS ALLOWED 3/79

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	2.19			
2.	1.76	1.89	1.60	2.00	1.83	1.69	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	0.89	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: 1967 lbs. Std. fuel tank capy: 16.4 gal.
26.4 gal. Alt.

ALTERNATE SPECIFICATIONS

Sleeves: cast iron

Alt. intake manifolds part #

Alternate calipers — same as standard or alternate 911 SC

Manufacturer: Rene Bonnet
Model: C.R.B./1

Class: G

ENGINE

Manufacturer	Renault
Type	OHV 4 cyl. in line
Bore x stroke	2.76" x 2.83"
Capacity	1108 cc
Head material	Alum.
Block material	C.I.
Valve head dia:	
Intake	1.38" or 1.22"
Exhaust	1.26" or 1.06"
Induction system	Two Weber 40 DCOE or Two Solex PAIA 3 or Two Zenith 38NDIX or One Zenith 32NDIX or CD

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 7.1"

Gearbox

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.97	2.67	1.92	2.50	2.70	4.00
2.	2.26	1.69	1.70	1.70	1.49	2.70
3.	1.38	1.26	1.00	1.00	1.17	1.38
4.	1.00	1.00	0.85	0.85	1.00	1.00
5.						

Overdrive

Make & Model: None

Ratio.....

Final Drive Ratios: 3.66, 3.89, 4.11, 4.38, 4.85, 5.82

CHASSIS

Wheelbase	94.5"
Track dimension, Front	53.2"
Track dimension, Rear	53.0"
Wheel diameter	13" or 14"
Rim width	5.5"

BRAKES

	Standard	Alternate	Alternate
Front:	10.2" disc		
Rear:	10.2" disc		

WEIGHT & CAPACITIES

Official weight: 1282 lbs. Std. fuel tank capy: 12.5 or 18.5 gal.

ALTERNATE SPECIFICATIONS

Dual caliper disc brakes — Bendix Gordini head

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: 1615 lbs. Std. fuel tank capy: 15.8 or 14.5 gal.

ALTERNATE SPECIFICATIONS

Alternate intake manifold — Part #379050

Manufacturer: Shelby American
Model: Shelby Cobra 289

Class: B

ENGINE

Manufacturer	Ford
Type	OHV — V8
Bore x stroke	4.00" x 2.87" (289) 4.002" x 3.00" (302)
Capacity	289 or 302
Head material	C.I.
Block material	C.I.
Valve head dia:	
Intake	1.88" or 1.95"
Exhaust	1.65"
Induction system	One Holley 4V model 4150 1.687" carburetor
Intake manifold	Shelby Cobra alum. hi-rise or Ford C90Z9424D

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 10.5"

Gearbox

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	2.20	2.23	2.20			
2.	1.63	1.61	1.48			
3.	1.31	1.20	1.18			
4.	1.00	1.00	1.00			
5.						

Overdrive

Make & Model: None

Ratio.....

Final Drive Ratios: 3.07, 3.31, 3.54, 3.77, 3.92, 4.09, 4.27, 4.55

CHASSIS

Wheelbase	90"
Track dimension, Front	56.7"
Track dimension, Rear	58.2"
Wheel diameter	15"
Rim width	8.5"

BRAKES

	Standard	Alternate	Alternate
Front:	11.6" disc		
Rear:	11.0" disc		

WEIGHT & CAPACITIES

Official weight: 2042 lbs. Std. fuel tank capy: 18 gals.
37 gals. Alt.

ALTERNATE SPECIFICATIONS

Boss 302 block	D1ZZ 6010	B
Boss 302 rods	C9ZZ 6200 B	
Boss 302 crankshaft	D0ZZ 6303 A	
Windsor 351 cyl. head	D10Z 6049 B	

Note: Hood and/or interior panels of engine compartment cannot be modified or altered to accomodate engine or induction system.

Manufacturer: Shelby-American
Model: Shelby GT-350 1965, '66, '67 and '69

Class: B

ENGINE

Manufacturer	Ford
Type	OHV V-8
Bore x stroke	4.00" x 2.87" (289), 4.002" x 3.00" (302), 4.00" x 3.50" (351)
Capacity	289, 302 or 351 cu. in.
Head material	C.I.
Block material	C.I.
Valve head dia:	
Intake	1.88", 1.95", 2.19", 2.237"
Exhaust	1.65", 1.717"
Induction system	Carburetor—one Holley 4V model 4150 1.687"

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 10.5"

Gearbox

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.	Auto.
1.	2.36	2.32	2.32	2.22	2.20	2.46	
2.	1.62	1.69	1.54	1.43	1.64	1.46	
3.	1.20	1.29	1.19	1.19	1.31	1.00	
4.	1.00	1.00	1.00	1.00	1.00		
5.							

Overdrive

Make & Model: None

Ratio . . . . . .

Final Drive Ratios: 3.00, 3.10, 3.25, 3.40, 3.50, 3.70, 3.89, 4.11, 4.29, 4.33, 4.57, 4.71, 4.86, 5.14, 5.43, 5.67

CHASSIS

Wheelbase	108"
Track dimension, Front	66.5"
Track dimension, Rear	65.8"
Wheel diameter	15.0"
Rim width	10"

BRAKES	**Standard**	**Alternate**	**Alternate**
Front:	11.3" disc	11.3" disc K.H.	1.625" w.c. 11.0" disc
Rear:	10.0" drum	10.0" drum 2.5" shoes/girling 16P 906" w.c.	11.3" disc **Rear K.H. Calipers:** Left Hand Kit #E1350 A-1 Right Hand Kit #E1350 A-2

WEIGHT & CAPACITIES

Official weight: 2565 lbs. Std. fuel tank capy: 16 or 18 U.S. Gals.
32 or 37 U.S. Gals. Alt.

NOTE: The engine specifications include Boss, Cleveland and Windsor engines.

ALTERNATE SPECIFICATIONS

Intake manifold—Shelby Cobra alum. hi-rise or Ford C90Z-9424-D (Windsor) or D1ZX-9424 DA (Cleveland) or C9ZZ-9424-C (Boss)

Boss connecting rod—C922 6200B Alt. front discs—11.96" (kit part #S8MR-2025-C)

Rear Discs—11.13" (Kit #88MR-2025A)

Manufacturer: Shelby American
Model: Shelby Cobra 351, 427

Class: B (ex-AP)

ENGINE

Manufacturer	Ford 427	Ford 351
Type	OHV — V8	OHV — V8
Bore x stroke	4.24" x 3.79"	4.002" x 3.50"
Capacity	427 CID	351 CID
Head material	C.I.	C.I.
Block material	C.I.	C.I.
Valve head dia:		
Intake	2.20"	2.237"
Exhaust	1.75"	1.757"
Induction system	One Holley 4 bbl. 1.75"	

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 11.5"

Gearbox

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	2.32	2.32	2.22			
2.	1.69	1.54	1.43			
3.	1.29	1.19	1.19			
4.	1.00	1.00	1.00			
5.						

Overdrive

Make & Model: None

Ratio . . . . . .

Final Drive Ratios: 3.09, 3.31, 3.54, 3.77, 4.09

CHASSIS

Wheelbase	90"
Track dimension, Front	59.0"
Track dimension, Rear	62.0"
Wheel diameter	15"
Rim width	10"

BRAKES	Standard	Alternate	Alternate
Front:	11.4" disc		
Rear:	11.2" disc		

WEIGHT & CAPACITIES 2327 DRL 3/79

Official weight: 351 — ~~2450~~ lbs. Std. fuel tank capy: 42 gal.

427 — 2517 lbs. 42 gal.

NOTE: 1. 351 engine spec. include Cleveland & Windsor
2. 427 must use throttle restrictor plate of 1⅜" diameter (See Appendix A for diagram)

ALTERNATE SPECIFICATIONS

Also allow alternate Ford brakes.

Manufacturer: Rootes Class: F
Model: Sunbeam Alpine I, II, III, IV, V, & Harrington Le Mans

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: 1776 lbs. Std. fuel tank capy: 14 gal.
25 gal. Alt.

ALTERNATE SPECIFICATIONS

Manufacturer: Rootes
Model: Sunbeam Tiger 260, 289

Class: C

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"
Rim width	8"

BRAKES	**Standard**	**Alternate**	**Alternate**
Front:	10" disc		
Rear:	9" drum	10" disc (Lat 46)	

WEIGHT & CAPACITIES

Official weight: 2280 lbs. Std. fuel tank capy: 14 gal.
37 gal. Alt.

NOTE: Factory iron manifold only

ALTERNATE SPECIFICATIONS

Manufacturer: British Leyland
Model: Spitfire, Spitfire Mk II

Class: G

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

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.	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

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: 1455 lbs. Std. fuel tank capy: 11 gal.

ALTERNATE SPECIFICATIONS

Disc brakes: front — Girling 14P

Disc brakes (9.7″) — #213227

Calipers and mounting kit — #V 734

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.	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

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: 1463 lbs. Std. fuel tank capy: 9.9 gal.

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		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 0.802

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: Std. fuel tank capy: 8-7 Gal.

1296 — 1489 lbs.; 1500 — 1584 lbs.

Note: Roll bars meeting requirements for cars under 1500 lbs. are acceptable for Triumph Spitfire 1500

Note: Parts may not be interchanged between two engine/clutch/units.

ALTERNATE SPECIFICATIONS

Manufacturer: British Leyland
Model: Triumph GT 6, GT 6+

Class: D

ENGINE

Manufacturer	BLMI
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.D. 150 or Two 1.5" SU
	~~Two~~ One 1.75" Stromberg or SU

DNC 3/79

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"
Track dimension, Rear	51.5"
Wheel diameter	13"
Rim width	6"

BRAKES	**Standard**	**Alternate**	**Alternate**
Front:	9.7" disc		
Rear:	8.0" drum		

WEIGHT & CAPACITIES

Official weight: 1721 lbs. Std. fuel tank capy: 11.7 gal.
23.4 gal. Alt.

ALTERNATE SPECIFICATIONS

Manufacturer: British Leyland
Model: GT 6 Mk III thru 1972

Class: D

ENGINE

Manufacturer	BLMI
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	1.438"
Exhaust	1.26"
Induction system	Two 1.5" Stromberg 309003 or Two 1.5" SU

Two 1.75 STROMBERG OR SU 3/79

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8.5"

Gearbox

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	2.65	1.80				
2.	1.78	1.49				
3.	1.25	1.24				
4.	1.00	1.00				
5.						

Overdrive

Make & Model: Laycock "D"

Ratio..... 0.802

Final Drive Ratios: 3.2, 3.6, 3.89, 4.1, 4.55

CHASSIS

Wheelbase	83"
Track dimension, Front	51.5"
Track dimension, Rear	51.5"
Wheel diameter	13"
Rim width	6"

BRAKES	**Standard**	**Alternate**	**Alternate**
Front:	9.7" disc		
Rear:	8.0" drum		

WEIGHT & CAPACITIES

Official weight: 1752 lbs. Std. fuel tank capy:

ALTERNATE SPECIFICATIONS

Manufacturer: British Leyland
Model: Triumph GT 6 Mk III 1973-74

Class: D

ENGINE

Manufacturer	BLMI
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	1.438"
Exhaust	1.26"
Induction system	Two 1.5" Stromberg or two 1.5" SU

Two 1.75" " 1.25 SU Dec 3/79

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8.5"

Gearbox

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	2.65	1.80				
2.	1.78	1.49				
3.	1.25	1.24				
4.	1.00	1.00				
5.						

Overdrive

Make & Model: Laycock "D"
Ratio..... 0.802

Final Drive Ratios: 3.2, 3.6, 3.89, 4.1, 4.55

CHASSIS

Wheelbase	83"
Track dimension, Front	51.5"
Track dimension, Rear	54.6"
Wheel diameter	13"
Rim width	6"

BRAKES	**Standard**	**Alternate**	**Alternate**
Front:	9.7" disc		
Rear:	8.0" drum		

WEIGHT & CAPACITIES

Official weight: 1752 lbs. Std. fuel tank capy:

ALTERNATE SPECIFICATIONS

Manufacturer: British Leyland — Class: E
Model: TR-2, TR-3, TR-3A, TR-3B

ENGINE

Manufacturer	BLMI
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

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 9″

Gearbox

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.38	3.14				
2.	2.00	2.01				
3.	1.32	1.33				
4.	1.00	1.00				
5.						

Overdrive

Make & Model: Laycock

Ratio..... 0.821

Final Drive Ratios: 3.7, 4.1, 4.3, 4.55, 4.87

CHASSIS

Wheelbase	88″
Track dimension, Front	52.0″
Track dimension, Rear	51.5″
Wheel diameter	15″
Rim width	6″

BRAKES	Standard	Alternate	Alternate
Front:	11″ disc	drum	
Rear:	9″″ or 10″ drum	9″ or 10″ drum — steel or Alfin	

WEIGHT & CAPACITIES

Official weight: 1852 lbs. Std. fuel tank capy: 15 gal.

ALTERNATE SPECIFICATIONS

Manufacturer: British Leyland
Model: TR-4, TR-4A (Beam Axle)

Class: E

ENGINE

Manufacturer	BLMI
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.	2.01					
3.	1.33					
4.	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"
Track dimension, Rear	52.6"
Wheel diameter	15"
Rim width	6"

BRAKES	Standard	Alternate	Alternate
Front:	11" disc		
Rear:	9" drum	9" drum or 10" drum— steel or Alfin	

WEIGHT & CAPACITIES

Official weight: 1900 lbs. Std. fuel tank capy: 14 gal.
32 gal. Alt.

ALTERNATE SPECIFICATIONS

Manufacturer: British Leyland
Model: TR-4A, I.R.S.

Class: E

ENGINE

Manufacturer	BLMI
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.	2.01					
3.	1.33					
4.	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"
Track dimension. Rear	52.6"
Wheel diameter	15"
Rim width	6"

BRAKES	Standard	Alternate	Alternate
Front:	11" disc		
Rear:	9" drum	9" or 10" drum — steel or Alfin	

WEIGHT & CAPACITIES

Official weight: 1919 lbs. Std. fuel tank capy: 14 gal.
32 gal. Alt.

ALTERNATE SPECIFICATIONS

Manufacturer: British Leyland
Model: Triumph TR-5

Class: C

ENGINE

Manufacturer	BLMI
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"
Exhaust	1.26"
Induction system	Lucas MK II Fuel Injection 54703923 1.75" Lucal Mk II Pump

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8.5"

Gearbox

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.14					
2.	2.01					
3.	1.33					
4.	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	53.4"
Track dimension, Rear	52.9"
Wheel diameter	15"
Rim width	6"

BRAKES

	Standard	Alternate	Alternate
Front:	10.75" disc		
Rear:	9.00" drum		

WEIGHT & CAPACITIES

Official weight: 1881 lbs. Std. fuel tank capy: 13.5 gal.
25.2 gal. Alt.

ALTERNATE SPECIFICATIONS

Manufacturer: British Leyland
Model: TR-250, TR-6 (SU)

Class: D

ENGINE

Manufacturer	BLMI
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

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	

WEIGHT & CAPACITIES

Official weight: 2329 lbs. Std. fuel tank capy: 13.5 gal.
25.2 gal. Alt.

ALTERNATE SPECIFICATIONS

Disc: C32764
Caliper: 60-12796 LH
60-12797 RH

Manufacturer: British Leyland
Model: Triumph TR 6 (F.I.)

Class: C

ENGINE

Manufacturer	BLMI
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

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	
Rear:	9.00" drum	8.75" drum	

WEIGHT & CAPACITIES

Official weight: 1905 lbs. Std. fuel tank capy: 13.5 gal.
28.5 gal. Alt.

ALTERNATE SPECIFICATIONS

Disc — C32764
Caliper — 60-12796 LH
60-12797 RH

Manufacturer: British Leyland Class: D
Model: TR-7 COUPE & CONVERT DNL 9/4/29

ENGINE

Manufacturer	BLMI
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 or 2 — 1.75" SU

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"
Rim width	7"

BRAKES	Standard	Alternate	Alternate
Front:	9.75" disc	10.5" vent disc	
Rear:	8.0" drum	9.0" drum	

WEIGHT & CAPACITIES

Official weight: 1900 lbs. Std. fuel tank capy: 14.4 gal.

ALTERNATE SPECIFICATIONS

Alternate brake kit — STN 000068

Manufacturer: British Leyland
Model: TR-8 Coupe and Convertible

OUT FOR 1979 Class: C
DNL 7/79

ENGINE

Manufacturer	BLMI
Type	OHV — V8
Bore x stroke	3.500" x 2.8"
Capacity	215 CID
Head material	Alum.
Block material	Alum.
Valve head dia:	
Intake	~~1.665"~~ 1.570 DNL 3/79
Exhaust	1.35"
Induction system	2 — Sidedraft 1.75" Stromberg

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8.5"

Gearbox

No. speeds forward: 5

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.
1.	3.31	1.8			2.33
2.	2.08	1.49			1.61
3.	1.39	1.24			1.30
4.	1.00	1.00			1.00
5.	0.83	0.88	0.90	0.93	0.83

Overdrive

Make & Model: None

Ratio . . . . . .

Final Drive Ratios: 3.08, 3.45, 3.89, 4.55

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	11" disc
Rear:	9.0" drum	10.5" disc	

WEIGHT & CAPACITIES

Official weight: 2136 lbs. Std. fuel tank capy: 14.4 gal.

ALTERNATE SPECIFICATIONS

Alternate brake kit — Lockheed disc, front: PN CP 2271
Lockheed disc, rear: PN CP 2382

Alternate Induction

Manifold inlet: BL P/N V-754

Carburetor: Holley 4V 600 CFM
P/N R4776 19/16 bore

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

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

	Standard	Alternate	Alternate
Front:	9″ disc	drum	
Rear:	8″ drum		

WEIGHT & CAPACITIES

Official weight: 1117 lbs. Std. fuel tank capy:

ALTERNATE SPECIFICATIONS

BMC MK III Transmission Case

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

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: 1387 lbs. Std. fuel tank capy: 9 gal.

ALTERNATE SPECIFICATIONS

Hobbs mech-a-matic gearbox ratios: 1. 3.78 2. 2.32 3. 1.46 4. 1.00

Manufacturer: Grantura Engineering
Model: TVR Mk III 1622

Class: E

ENGINE

Manufacturer	BMC (MG-A)
Type	OHV, 4 cyl. in line
Bore x stroke	3.00″ x 3.50″
Capacity	1622 cc
Head material	C.I.
Block material	C.I.
Valve head dia:	
Intake	1.56″
Exhaust	1.34″
Induction system	Two 1.5″ SU

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8″

Gearbox

No. speeds forward:

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: 1449 lbs. Std. fuel tank capy: 12 gal.
6 gal. Alt.

ALTERNATE SPECIFICATIONS

Vacuum brake booster — COMP 17

Manufacturer: Grantura Engineering
Model: TVR Mk III 1800

Class: D

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

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: 1449 lbs. Std. fuel tank capy: 12 gal.
6 gal. Alt.

ALTERNATE SPECIFICATIONS

Vacuum brake booster — COMP 17

Manufacturer: TVR Engineering Ltd. Class: F
Model: TVR Vixen

ENGINE

Manufacturer	Ford
Type	OHV, 4 cyl. in line
Bore x stroke	3.19″ x 3.06″
Capacity	1599 cc
Head material	C.I.
Block material	C.I.
Valve head dia:	
Inake	1.50″
Exhaust	1.25″
Induction system	Single Weber 32 DFM 26/27 mm

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 7.5″

Gearbox

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	2.97					
2.	2.01					
3.	1.40					
4.	1.00					
5.						

Overdrive

Make & Model: None

Ratio . . . . . .

Final Drive Ratios: 3.9, 4.1, 4.5, 4.8

CHASSIS

Wheelbase	85.5″
Track dimension, Front	55.4″
Track dimension, Rear	58.0″
Wheel diameter	15″
Rim width	6″

BRAKES

	Standard	Alternate	Alternate
Front:	10″ disc		
Rear:	9″ drum		

WEIGHT & CAPACITIES

Official weight: 1710 lbs. Std. fuel tank capy: 18 gal.
10 gal. Alt. 30 gal. Alt.

ALTERNATE SPECIFICATIONS

Manufacturer: Volvo Class: F
Model: P-1800, 1800 S, 1800 E, 1800 ES Sports Coupe

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 121 cu. in.
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: 2168 lbs. Std. fuel tank capy: 12 gal.
24 gal. Alt.

ALTERNATE SPECIFICATIONS

Manufacturer: Yenko Sportscars
Model: Stinger Coupe

Class: D

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"

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	58.7"
Track dimension, Rear	60.9"
Wheel diameter	13"
Rim width	7"

BRAKES

	Standard	Alternate	Alternate
Front:	9.5" drum		
Rear:	9.5" drum		

WEIGHT & CAPACITIES

Official weight: 2045 lbs. Std. fuel tank capy: 14 gal.
28 gal. Alt. 10 gal. Alt.

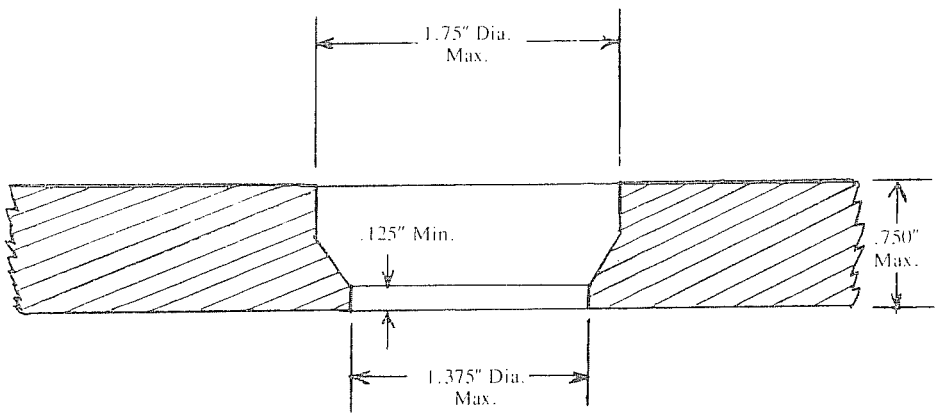
ALTERNATE SPECIFICATIONS

Delco moraine power brakes

APPENDIX A

Throttle Restrictor Plate
Aluminum Plate Max. Thickness .750″

1.375″ restrictor hole must be maintained for
a depth of .125″ min.



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SEDAN CATEGORY SPECIFICATIONS

1979 EDITION

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FOREWORD

Effective January 1, 1979, all sedan recognition forms are superseded by the following SCCA Sedan Category Specifications.

The SCCA reserves the right to revise these Specifications, to issue supplements to them at any time, and to promulgate special rules in emergency.

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1979
SEDAN CATEGORY SPECIFICATIONS

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Manufacturer: Alfa Romeo
Model: Giulia 1300 + 1300 TI
Class: C
is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1741 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
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/alternate Fiberglass
Deck Lid: Steel/alternate Fiberglass

WINDOWS
Door: Glass/Remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass
Rear Door Window: 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: Alfa Romeo
Type: Recirculating Ball
No. of Turns (lock to lock): 3.7

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
Journal Diameter: 60 mm (2.36")
Connecting Rod Material: Ferrous
Journal Diameter: 45 mm (1.77")

CYLINDER HEAD
Material of Head: Aluminum
No. Intake Ports: 4
Fort Configuration: Crossflow
No. of Valves per Cylinder: 2
No. Exhaust Ports: 4
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:

Injection Pump:

TRANSMISSION
Make: Alfa Romeo
No. of Forward Speeds: 5
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Class: C

Manufacturer: Alfa Romeo
Model: GT 1300 Junior

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1741 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
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel/additional flare
Coachwork: Steel
Doors: Steel
Hood: Steel/alternate Fiberglass
Deck Lid: Steel/alternate Fiberglass

WINDOWS
Door: Glass/Remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

STEERING
Make: Burman or ZF
Type: Recirculating Ball
No. of Turns (lock to lock): 3.7

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: 75mm (2.95")
Total Displacement: 1290 cc
Material of Block: Aluminum
Number of Main Bearings: 5
Journal Diameter: 60 mm (2.36")
Connecting Rod Material: Ferrous
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.

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: Alfa Romeo
No. of Forward Speeds: 5
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: Alfa Romeo
Model: GTA Junior 1300

Class: C

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1741 lbs.

Wheelbase: 92.5"
Front Track: 55.22"
Rear Track: 53.20"

Wheel Diameter(s): 13/14/15 inches
Maaximum Rim Width: 6.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Aluminum/added flare
Rear Fenders: Aluminum/added flare
Coachwork: Aluminum
Doors: Aluminum
Hood: Aluminum
Deck Lid: Aluminum

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

STEERING
Make: Burman or ZF
Type: Recirculating Ball
No. of Turns (lock to lock): 3.7

FINAL DRIVE
Type: HyPoid

ENGINE
Type: Four cylinder in line water cooled DOHC
(Number of cylinders, location, cooling, valve operation)
Bore: 78 mm (3.07") Stroke: 67.5 mm (2.657")
Total Displacement: 1290 cc
Material of Block: Aluminum
Number of Main Bearings: 5 Journal Diameter: 60 mm (2.362")
Connecting rod Material: Ferrous Journal Diameter: 45 mm (1.771")

CYLINDER HEAD
Material of Head: Aluminum Port Configuration: Crossflow
No. Intake Ports: 4 No. Exhaust Ports: 4
No. of Valves per Cylinder: 2 32mm concentric bushing in intake port
Type of Valve Spring: Coil standard

IGNITION SYSTEM
Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 2

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION
Make: Alfa Romeo
No. of Forward Speeds: 5
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: Alfa Romeo
Model: 1600, 1750, 2000 TI Berlina

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1805 lbs.—1600 cc
2046 lbs.—1750 cc
2256 lbs.—2000 cc

Wheelbase: 98.82"
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
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/alternate Fiberglass
Deck Lid: Steel/alternate Fiberglass

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass
Rear Door Window: 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: Burman or ZF
Type: Recirculating Ball or Worm & Roller
No. of Turns (lock to lock): 3.7

FINAL DRIVE
Type: HyPoid Bevel

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 Journal Diameter: 60mm (2.362")
Connecting Rod Material: Ferrous Journal Diameter: 50mm (1.968")

CYLINDER HEAD
Material of Head: Aluminum Port Configuration: Crossflow
No. Intake Ports: 4 No. Exhaust Ports: 4
No. of Valves per Cylinder: 2 32mm intake port bushing homologated
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:

Injection Pump:

TRANSMISSION
Make: Alfa Romeo
No. of Forward Speeds: 5
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: Alfa Romeo
Model: 1600/1750/2000 GTV

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1805 lbs.—1600 cc
2046 lbs.—1750 cc
2256 lbs.—2000 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
Front Fenders: Steel added flare
Rear Fenders: Steel added flare
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

STEERING
Make: Burman or ZF
Type: Recirculating ball or worm & roller
No. of Turns (lock to lock): 3.7

FINAL DRIVE
Type: HyPoid

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

Journal Diameter: 60mm (2.362")
Journal Diameter: 50mm (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
32mm concentric bushing in intake port—standard.

IGNITION SYSTEM
Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 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.4C.S.75

TRANSMISSION
Make:
No. of Forward Speeds: 5
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Class: C

Manufacturer:
Model: Alfa Sud T. I.

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1634 lbs.

Wheelbase: 96.7"
Front Track: 58.20"
Rear Track: 56.13"

Wheel Diameter(s): 13.0"
Maximum Rim Width: 6.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Safety Glass/remove
Rear Quarter: Safety Glass/Plexiglass
Rear: Safety Glass/Plexiglass

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: Alfa Romeo
Type: Rack & Pinion
No. of Turns (lock to lock): 3.69

FINAL DRIVE
Type: HyPoid

ENGINE
Type: Four cylinder opposed water cooled SOHC
(Number of cylinders, location, cooling, valve operation)
Bore: 80 mm (3.15")
Stroke: 64 mm (2.52")
Total Displacement: 1287 cc
Material of Block: Iron
Number of Main Bearings: 3
Journal Diameter: 60 mm (2.362")
Connecting Rod Material: Ferrous
Journal Diameter: 50 mm (1.968")

CYLINDER HEAD
Material of Head: Aluminum
No. Intake Ports: 4
Port Configuration: Crossflow
No. of Valves per Cylinder: 2
No. Exhaust Ports: 4
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: SPICA
Location & Type of Air Throttle: (4)
40 mm Butterflies—Head
Injection Pump: SPICA 4A1BB75

TRANSMISSION
Make: Alfa Romeo
No. of Forward Speeds: 5
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: Alfa Romeo
Model: Alfetta—4-Door

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 2256
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
Front Fenders: Steel or Fiberglass
Rear Fenders: Steel or Fiberglass
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Safety Glass/remove
Rear Quarter: Safety Glass/Plexiglass
Rear: Safety Glass/Plexiglass

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: HyPoid

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
Journal Diameter: 60 mm (2.362")
Connecting Rod Material: Ferrous
Journal Diameter: 50 mm (1.968")

CYLINDER HEAD
Material of Head: Aluminum
Port Configuration: Crossflow
No. Intake Ports: 4
No. Exhaust 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

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 Class: B
Model: Alfetta GT

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 2256
Wheelbase: 94.49"
Front Track:58.04"
Rear Track: 57.94

Wheel Diameter(s): 13/14/15
Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel or Fiberglass
Rear Fenders: Steel or Fiberglass
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Safety Glass/remove
Rear Quarter: Safety Glass/Plexiglass
Rear: Safety Glass/Plexiglass

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 Romeio ZF
Type: Rack & Pinion
No. of Turns (lock to lock): 3.5

FINAL DRIVE
Type: HyPoid

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
Journal Diameter: 60mm (2.362")
Connecting Rod Material: Ferrous
Journal Diameter: 50mm (1.968")

CYLINDER HEAD
Material of Head: Aluminum
No. Intake Ports: 4
Port Configuration: Crossflow
No. Exhaust 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

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:American Motors
Model: Gremlin 2-door Sedan

Class: A

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 3060 lbs.
Wheelbase: 96.0"
Front Track: 67.98"
Rear Track: 67.98"

Wheel Diameter(s): 13/14/15
Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Safety Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Safety Glass/Plexiglass

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

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
Port Configuration: Crossflow
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION
Make: Borg Warner T-14 or T-10
No. of Forward Speeds: 3 / 4
No. of Reverse Speeds: 1 / 1

FLYWHEEL
Diameter: 11.95"

ALTERNATE SPECIFICATIONS:

Class: A

Manufacturer: American Motors
Model: Hornet

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 3060 lbs.

Wheelbase: 108.0"
Front Track: 67.98"
Rear Track: 67.98"

Wheel Diameter(s): 13/14/15
Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Safety Glass/remove
Rear Quarter: Safety Glass/remove
Rear: Glass/Plexiglass

SUSPENSION
Front Type: Independent—Coil Springs
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): 6

FINAL DRIVE
Type: HyPoid

ENGINE
Type: Six cylinder in line or V-8 Water Cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 3.750"
Stroke: 3.44" (V-8), 3.50" (6)
Total Displacement: 304 CI (V-8), 232 CI (6)
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

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: T-14/T-10/Auto
No. of Forward Speeds: 3 4 3
No. of Reverse Speeds: 1 1 1

FLYWHEEL
Diameter: 11.95"

ALTERNATE SPECIFICATIONS:

Manufacturer: American Motors
Model: Javelin—1968

Class: A

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 3060 lbs.
Wheelbase: 109.0"
Front Track: 67.98"
Rear Track: 67.98

Wheel Diameter(s): 13/14/15
Maximum Rim Width: 10.0

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

ENGINE
Type: V-8 Water Cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 95.25 mm (3.75")
Stroke: 83.31 mm (3.28")
Total Displacement: 290 CID
Material of Block: Cast Iron
Number of Main Bearings: 5
Journal Diameter: 69.85 mm (2.75")
Connecting Rod Material: Ferrous
Journal Diameter: 53.09 mm (2.09")

CYLINDER HEAD
Material of Head: Cast Iron
No. Intake Ports: 4
Port Configuration: Crossflow
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION

Make: Warner/BW	Std.	Auto
No. of Forward Speeds:	4	3
No. of Reverse Speeds:	1	1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Class: A

Manufacturer: American Motors
Model: Javelin—1969

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 3060 lbs.

Wheelbase: 109.0"
Front Track: 67.98"
Rear Track: 67.98

Wheel Diameter(s): 13/14/15
Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Safety Glass/remove
Rear Quarter: Safety Glass/Plexiglass
Rear: Safety Glass/Plexiglass

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

FINAL DRIVE
Type: HyPoid

ENGINE
Type: V-8 Water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 103.63mm (4.08")
Stroke: 87.37mm (3.44")
Total Displacement: 360 CID
Material of Block: Cast Iron
Number of Main Bearings: 5
Journal Diameter: 69.85mm (2,75")
Journal Diameter: 53.09mm (2.09")
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
Port Configuration: Crossflow
No. Exhaust Ports: 8

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: Warner	Std.	Auto
No. of Forward Speeds:	4	3
No. of Reverse Speeds:	1	1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: American Motors
Model: Javelin AMX—1970

Class: A

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 3060 lbs.
Wheelbase: 109.7"
Front Track: 67.98"
Rear Track: 67.98

Wheel Diameter(s): 13/14/15
Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Safety Glass/remove
Rear Quarter: Safety Glass/Plexiglass
Rear: Safety Glass/Plexiglass

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: American Motors
Type:
No. of Turns (lock to lock): 4.0/3.2

FINAL DRIVE
Type: HyPoid

ENGINE
Type: V-8 Water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 103.63mm (4.08")
Stroke: 87.37mm (3.44")
Total Displacement: 360 CID
Material of Block: Cast Iron
Number of Main Bearings: 5
Journal Diameter: 69.85mm (2.75")
Connecting Rod Material: Steel
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

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: Warner/B.W.	Std.	Auto
No. of Forward Speeds:	4	3
No. of Reverse Speeds:	1	1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:
Cylinder Head—488 7243

Class: B

Manufacturer: Audi—NSU—Auto—Union
Model: Audi Fox

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1500 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
Front Fenders: Steel or Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel or Fiberglass
Deck Lid: Steel or Fiberglass

WINDOWS
Door: Safety Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

SUSPENSION
Front Type: Independent—McPherson
Rear Type: Solid Axle—McPherson
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING
Make: Audi
Type: Rack & Pinion
No. of Turns (lock to lock): 3.94

FINAL DRIVE
Type: Front Drive

ENGINE
Type: Four cylinder inline water cooled SOHC
(Number of cylinders, location, cooling, valve operation)
Bore: 76.5mm (3.01")
Stroke: 80mm (3.14")
Total Displacement: 1471 cc
Material of Block: Cast Iron
Number of Main Bearings: 5
Journal Diameter: 54 mm (2.126")
Connecting Rod Material: Ferrous
Journal Diameter: 46 mm (1.811")

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

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: Auto Union
Model: Audi 100

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1770 lbs.
Wheelbase: 105.3"
Front Track: 60.15"
Rear Track:60.35"

Wheel Diameter(s): 14.0"
Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Remove
Hood: Steel/Alternate Fiberglass
Deck Lid: Steel/Alternate Fiberglass

WINDOWS
Door: Safety Glass/remove
Rear Quarter: Safety Glass/Plexiglass
Rear: Safety Glass/Plexiglass
Read Door Window: Safety Glass/Plexiglass/

SUSPENSION
Front Type: Independent—McPherson
Rear Type: Live Axle—Torsion Bar
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING
Make: Auto—Union
Type: Rack & Pinion
No. of Turns (lock to lock):3.88

FINAL DRIVE
Type: Front Drive

ENGINE
Type: Four cylinder in line water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 81.5mm (3.208")
Stroke: 84.4 mm (3.323")
Total Displacement: 1760 mm
Material of Block: Cast Iron
Number of Main Bearings: 5
Journal Diameter: 24 mm (0.945")
Connecting Rod Material: Ferrous
Journal Diameter: 48 mm (1.89")

CYLINDER HEAD
Material of Head: Aluminum
No. of Intake Ports: 4
Port Configuration: Non Crossflow
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION
Make: Auto Union
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Class: C

Manufacturer: BLMI
Model: Austin/Morris 850

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1000 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
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel/Optional flare
Coachwork: Steel
Doors: Steel
Hood: Steel or alt. Alum/Fiberglass
Deck Lid: Steel or alt. Alum/Fiberglass

WINDOWS
Door: Safety Glass/remove
Rear Quarter: Safety Glass/Plexiglass
Rear: Safety Glass/Plexiglass

SUSPENSION
Front Type: Independent/HydroLastic or Rubbercone
Rear Type: Independent/HydroLastic or Rubbercone
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 w/Transmission

ENGINE
Type: Four cylinder inline transverse water cooled OHV, front drive
(Number of cylinders, location, cooling, valve operation)
Bore: 62.94mm (2.478")
Stroke: 68.26mm (2.687")
Total Displacement: 848 cc
Material of Block: Cast Iron
Number of Main Bearings: 3
Journal Diameter: 44.47mm (1.75")
Connecting Rod Material: Ferrous
Journal Diameter: 40.89mm (1.62")

CYLINDER HEAD
Material of Head: Cast Iron
No. Intake Ports: 2
Port Configuration: Non Crossflow
No. Exhaust Ports: 3
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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION
Make: BLMI
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter: 10.0"

ALTERNATE SPECIFICATIONS:
Alternate Suspension: Adjustable track rod
Front lower suspension arm

Manufacturer: BLMI
Model: Austin/Morris Mini-Cooper 997

Class: C

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1156 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
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel/Optional Flare
Coachwork: Steel
Doors: Steel
Hood: Steel or Alt. Aluminum/Fiberglass
Deck Lid: Steel or Alt. Aluminum/Fiberglass

WINDOWS
Door: Safety Glass/remove
Rear Quarter: Safety Glass/Plexiglass
Rear: Safety Glass/Plexiglass

SUSPENSION
Front Type: Independ/Wishbone/Rubber Cone
Rear Type: Independ/Trail.Arm-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

ENGINE
Type: Four cylinder inline transverse water cooled OHV, front drive
(Number of cylinders, location, cooling, valve operation)
Bore: 62.5mm (2.458")
Stroke: 81.33mm (3.20")
Total Displacement: 997 cc
Material of Block: Cast Iron
Number of Main Bearings: 3
Journal Diameter: 44.47mm (1.75")
Connecting Rod Material: Ferrous
Journal Diameter: 40.89 mm (1.62")

CYLINDER HEAD
Material of Head: Cast Iron
Port Configuration: Non-crossflow
No. Intake Ports: 2
No. Exhaust Ports: 3
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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION
Make: BLMI
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter: 10.0"

ALTERNATE SPECIFICATIONS:
Alternate Suspension: Adjustable track rod
Front lower suspension arm

Manufacturer: BLMI
Model: Austin/Morris Mini-Cooper 998

Class: C

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1158 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
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel/Optional Flare
Coachwork: Steel
Doors: Steel
Hood: Steel or Alt. Aluminum/Fiberglass
Deck Lid: Sfteel or Alt. Aluminum/Fiberglass

WINDOWS
Door: Safety Glass/remove
Rear Quarter: Safety Glass/Plexiglass
Rear: Safety Glass/Plexiglass

STEERING
Make: Cam Gears
Type: Rack & Pinion
No. of Turns (lock to lock): 2.33

SUSPENSION: Hydrolastic or
Front Type: Indep.-Rubber Cone
Rear Type: Indep. Hydrolastic-Rubber Cone
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

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: 64.6mm (2.543")
Stroke: 76.2mm (3.00")
Total Displacement: 998 cc
Material of Block: Cast Iron
Number of Main Bearings: 3
Journal Diameter: 44.46mm (1.75")
Connecting Rod Material: Ferrous
Journal Diameter: 41.28mm (1.162")

CYLINDER HEAD
Material of Head: Cast Iron
No. Intake Ports: 2
Port Configuration: Non-crossflow
No. Exhaust Ports: 3
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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION
Make: BLMI
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:
Alternate Suspension: Adjustable track rod
Front lower suspension arm

Manufacturer: BLMI
Model: Austin/Morris Mini-Cooper S 1071

Class: C

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1242 lbs.
Wheelbase: 80.15"
Front Track: 54.08"
Rear Track: 52.4"

Wheel Diameter(s): 10/12/13
Maximum Rim Width: 6.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel/Aluminum/Fiberglass
Rear Fenders: Steel/Optional Flare
Coachwork: Steel
Doors: Steel
Hood: Steel/Aluminum/Fiberglass
Deck Lid: Steel/Aluminum/Fiberglass

WINDOWS
Door:Safety Glass/remove
Rear Quarter: Safety Glass/Plexiglass
Rear: Safety Glass/Plexiglass

SUSPENSION
Front Type: Indep.-Hydrolastic or Rubber Cone
Rear Type: Indep. Hydrolastic or 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

ENGINE
Type: Four cylinder inline transverse water cooled OHV, front drive
(Number of cylinders, location, cooling, valve operation)
Bore: 70.63mm (2.780")
Stroke: 68.25mm (2.687")
Total Displacement: 1071 cc
Material of Block: Cast Iron
Number of Main Bearings: 3
Journal Diameter: 50.81mm (2.0005")
Connecting Rod Material: Ferrous
Journal Diameter: 41.275mm (1.625")

CYLINDER HEAD
Material of Head: Cast Iron
Port Configuration: Non-crossflow
No. Intake Ports: 2
No. Exhaust Ports: 3
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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION
Make: BLMI
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter: 10.0"

ALTERNATE SPECIFICATIONS:
Alternate Suspension: Adjustable Track Rod
Front lower suspension arm

Class: C

Manufacturer: BLMI
Model: Austin/Morris Mini-Cooper 1275

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1479 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
Front Fenders: Steel or Fiberglass
Rear Fenders: Steel/Optional Flare
Coachwork: Steel
Doors: Steel
Hood: Steel or Fiberglass
Deck Lid: Steel or Fiberglass

WINDOWS
Door: Safety Glass/remove
Rear Quarter: Safety Glass/Plexiglass
Rear: Safety Glass/Plexiglass

SUSPENSION
Front Type: Indep.-Hydrolastic/Rubber Cone
Rear Type: Indep.-Hydrolastic/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

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

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: BLMI
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter: 10.10"

ALTERNATE SPECIFICATIONS:
Alternate Suspension: Adjustable track rod
Front lower suspension arm

Manufacturer: BLMI
Model: Austin America 1275

Class: C

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1479 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
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Safety Glass/remove
Rear Quarter: Safety Glass/Plexiglass
Rear: Safety Glass/Plexiglass

SUSPENSION
Front Type: Independent-Hydrolastic
Rear Type: Independent-Hydrolastic
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

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
Journal Diameter: 50.82mm (2.0")
Connecting Rod Material: Ferrous
Journal Diameter: 41.3mm (1.75")

CYLINDER HEAD
Material of Head: Cast Iron
Port Configuration: Non-crossflow
No. Intake Ports: 2
No. Exhaust Ports: 3
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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION
Make: BLMI
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter: 10.0

ALTERNATE SPECIFICATIONS:

Class: B

Manufacturer: BLMI
Model: Austin/Morris Marina—2 door/4 door

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1798 lbs.

Wheelbase: 95.9"
Front Track: 56.90"
Rear Track: 56.14"

Wheel Diameter(s): 13.0"
Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Safety Glass/remove
Rear Quarter: Safety Glass/Plexiglass
Rear: Safety Glass/Plexiglass

SUSPENSION
Front Type: Independent/Torsion Bar
Rear Type: Live Axle—Leaf Spring
No. of Front Shock Absorbers: 2 Lever
No. of Rear Shock Absorbers: 2 Telescopic

STEERING
Make: Cam Gear
Type: Rack & Pinion
No. of Turns (lock to lock): 3.98

FINAL DRIVE
Type: HyPoid

ENGINE
Type: Four cylinder in line water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 80.3mm (3.159")
Stroke: 88.9mm (3.50")
Total Displacement: 1798 cc
Material of Block: Cast Iron
Number of Main Bearings: 5
Journal Diameter: 54.03mm (2.127")
Connecting Rod Material: Ferrous
Journal Diameter: 47.65mm (1.876")

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

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: BLMI
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter: 10.75"

ALTERNATE SPECIFICATIONS:

Manufacturer: BLMI
Model: Triumph T-2000

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1998 lbs.
Wheelbase: 106"
Front Track: 56.14"
Rear Track: 56.52"

Wheel Diameter(s): 13.0"
Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Safety Glass/remove
Rear Quarter: Safety Glass/Plexiglass
Rear: Safety Glass/Plexiglass

SUSPENSION
Front Type: Independent-Coil Spring
Rear Type: Independent-Coil Spring
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING
Make: Triumph
Type: Rack & Pinion
No. of Turns (lock to lock): 4

FINAL DRIVE
Type: HyPoid

ENGINE
Type: Six cylinder inline water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 74.7mm (2.99")
Stroke: 76mm (2.992")
Total Displacement: 1998 cc
Material of Block: Cast Iron
Number of Main Bearings: 4
Journal Diameter: 50.8mm or 58.7mm
Connecting Rod Material: Ferrous
Journal Diameter: 47.55mm or 47.6mm

CYLINDER HEAD
Material of Head: Cast Iron
No. Intake Ports: 3
Port Configuration: Non-crossflow
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION
Make: Triumph Std. Auto
No. of Forward Speeds: 4 3
No. of Reverse Speeds: 1 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: BLMI
Model: Triumph 2 Liter Vitesse

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1998 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
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass
Rear Door: Glass/Plexiglass

SUSPENSION
Front Type: Independent—Coil Spring
Rear Type: Independent—Swing Axle-Leaf Spring
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING
Make: Triumph
Type: Rack & Pinion
No. of Turns (lock to lock): 4.25

FINAL DRIVE
Type: HyPoid

ENGINE
Type: Six cylinder, inline, water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 74.7mm (2.94")
Stroke: 76mm (2.99")
Total Displacement: 1998 cc
Material of Block: Cast Iron
Number of Main Bearings: 4
Journal Diameter: 58.7mm (2.313")
Connecting Rod Material: Ferrous
Journal Diameter: 47.6mm (1.877")

CYLINDER HEAD
Material of Head: Cast Iron
No. Intake Ports: 4
Port Configuration: Non-crossflow
No. Exhaust Ports: 3
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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION
Make: Triumph Std. Alt. #516642
No. of Forward Speeds: 4 4
No. of Reverse Speeds: 1 1

FLYWHEEL
Diameter: 10.875"

ALTERNATE SPECIFICATIONS:
Laycock Overdrive

Manufacturer: BLMI
Model: Triumph 2.5 P.I. Saloon

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 2498 lbs.
Wheelbase: 106.0"
Front Track: 56.14"
Rear Track: 54.5"

Wheel Diameter(s): 13.0"
Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass
Rear Door: Glass/Plexiglass/Remove

SUSPENSION
Front Type: Independent-McPherson-Coil
Rear Type: Independent-Trail Arm-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): 4

FINAL DRIVE
Type: HyPoid

ENGINE
Type: Six cylinder, inline, water cooled, OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 74.7mm (2.94")
Stroke: 95mm (3.74")
Total Displacement: 2498
Material of Block: Cast Iron
Number of Main Bearings: 4
Journal Diameter: 58.7mm (2.313")
Connecting Rod Material: Ferrous
Journal Diameter: 47.0mm (1.877")

CYLINDER HEAD
Material of Head: Cast Iron
No. Intake Ports: 4
Port Configuration: Non-crossflow
No. Exhaust Ports: 3
No. of Valves per Cylinder: 2
Type of Valve Spring: lCoil

IGNITION SYSTEM
Type (coil or magneto): Coil

FUEL INJECTION (only permitted if listed)
Make: Lucas Mk. 2 (5473092)

Number of Spark Plugs per Cyl.: 1

Location & Type of Air Throttle: Manifold-Butterfly

TRANSMISSION
Make: Triumph
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

Injection Pump: Licas MK 2

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:
Laycock Overdrive

Class: B

Manufacturer: BMW
Model: 1600—2 + 1602

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1809 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
Front Fenders: Steel/Fiberglass/Flare Skirt
Rear Fenders: Steel/Fiberglass/Flare Skirt
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

SUSPENSION
Front Type: Independent—McPherson
Rear Type: Independent—Trailing Arms-Coil

No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING
Make: Z-F Gemmer
Type: Worm & Roller
No. of Turns (lock to lock): 3.5/2.9

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
Journal Diameter: 48mm (1.89")
Connecting Rod Material: Ferrous
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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION

Make:	Getrag	ZF
No. of Forward Speeds:	4	5
No. of Reverse Speeds:	1	1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: BMW
Model: 2000 T I

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 2289 lbs.
Wheelbase: 100.5"
Front Track: 55.62"
Rear Track: 57.38

Wheel Diameter(s): 13/14"
Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass
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

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
Journal Diameter: 48mm (1.89")
Connecting Rod Material: Ferrous
Journal Diameter:

CYLINDER HEAD
Material of Head: Aluminum
No. Intake Ports: 4
Port Configuration: Crossflow
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION

Make:	Getrag	Alt. ZF
No. of Forward Speeds:	4	5
No. of Reverse Speeds:	1	1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Class: B

Manufacturer: BMW
Model: 2002*, 2002 TI, 2002 TII

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 2289 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
Front Fenders: Steel/Fiberglass flares/skts.
Rear Fenders: Steel/Fiberglass flares/skirts
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass
No fiberglass front fender

SUSPENSION
Front Type: Independent—McPherson
Rear Type: Independent—Trailing Arms—Coil

No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING
Make: 7-F Gemmer
Type: Worm & Roller
No. of Turns (lock to lock): 3.5/2.9

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
Journal Diameter: 48mm (1.89″)
Connecting Rod Material: Ferrous
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

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

Manufacturer: BMW
Model: 320i

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 2288 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
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

STEERING
Make: BMW
Type: Rack and Pinion
No. of Turns (lock to lock): 4

FINAL DRIVE
Type: HyPoid

ENGINE
Type: 4 cylinder in line water cooled SOHC
(Number of cylinders, location, cooling, valve operation)
Bore: 89 mm
Stroke: 80mm
Total Displacement: 1990 cc
Material of Block: Cast Iron
Number of Main Bearings:
Journal Diameter:
Connecting Rod Material:
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

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: Inlet Manifold
Injection Pump: Bosch K Jetronic

TRANSMISSION
Make: Getrag or ZF
No. of Forward Speeds: 4 or 5
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: BMW
Model: 2500

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 2868 lbs.

Wheelbase: 105.98"
Front Track: 59.74"
Rear Track: 60.36"

Wheel Diameter(s): 14.0"
Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel

Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass
Read Door Window: Window Glass/Plexiglass/ Remove

SUSPENSION
Front Type: Independent—McPherson Strut
Rear Type: Indep.—Trailing Arm—Coil Spg.
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING
Make: ZF Gemmer
Type: Worm & Roller
No. of Turns (lock to lock): 4

FINAL DRIVE
Type: HyPoid

ENGINE
Type: 6 cylinder in line water cooled SOHC
(Number of cylinders, location, cooling, valve operation)
Bore: 86mm (3.386")
Stroke: 71.6mm (2.819")
Total Displacement: 2494 cc
Material of Block: Cast Iron
Number of Main Bearings: 7
Journal Diameter: 48mm (1.89")
Connecting Rod Material: Ferrous
Journal Diameter:

CYLINDER HEAD
Material of Head: Aluminum
No. Intake Ports: 6
Port Configuration: Crossflow
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION
Make: ZF ZF (opt)
No. of Forward Speeds: 4 5
No. of Reverse Speeds: 1 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: Buick Motor Division of G.M. Class: A
Model: Buick Skyhawk

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 3060 lbs.
Wheelbase: 97.0"
Front Track: 67.99"
Rear Track: 67.98"

Wheel Diameter(s): 13/14/15"
Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Safety Glass/remove
Rear Quarter: Safety Glass/remove
Rear: Safety Glass

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

FINAL DRIVE
Type: Salisbury HyPoid

ENGINE
Type: V-6 water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 96.5mm (3.80") Stroke: 86.4mm (3.40")
Total Displacement: 3785 cc
Material of Block: Cast Iron
Number of Main Bearings: 4 Journal Diameter: 61.5mm (2.4995")
Connecting Rod Material: Ferrous Journal Diameter: 50.8mm (2.000")

CYLINDER HEAD
Material of Head: Cast Iron
No. Intake Ports: 6 Port Configuration: Crossflow
No. of Valves per Cylinder: 2 No. Exhaust Ports: 6
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:

Injection Pump:

TRANSMISSION
Make: Chevrolet Std. Auto
No. of Forward Speeds: 4 3
No. of Reverse Speeds: 1 1

FLYWHEEL
Diameter: 13.20"

ALTERNATE SPECIFICATIONS:

Manufacturer: Buick
Model: Century

Class: A

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 2800 lbs.
Wheelbase: 108.1
Front Track: 67.98"
Rear Track: 67.98"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

STEERING
Make: Saginaw
Type: Recirculating Ball
No. of Turns (lock to lock):

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

SUSPENSION
Front Type: Independent/Coil
Rear Type: 4 Link/Coil
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

FINAL DRIVE
Type: HyPoid

ENGINE
Type: Six 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
Journal Diameter: 2.50
Connecting Rod Material: Steel
Journal Diameter: 2.25

CYLINDER HEAD
Material of Head: Cast Iron
No. Intake Ports: 3
Port Configuration: Crossflow
No. Exhaust Ports: 3
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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION
Make: G.M.
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

ENGINES:	WEIGHT
231 V6, W-C, OHV 3.8 x 3.4 w/turbo	2800 lbs.
306 V8, W-C, OHV 4.0 x 3.0	3060 lbs.
305 V8, W-C, OHV 3.74 x 3.48	3060 lbs.
193 V6 W-C, OHV 3.5 x 3.4	2600 lbs.

Manufacturer: BUICK
Model: Regal

Class: A

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 2800 lbs.
Wheelbase: 108.1
Front track: 67.98"
Rear Track: 67.98"

Wheel Diameter(s): 13/14/15
Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

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
Journal Diameter: 2.50"
Connecting Rod Material: Steel
Journal Diameter: 2.25"

CYLINDER HEAD
Material of Head: Cast Iron
Port Configuration: Crossflow
No. Intake Ports: 6
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION
Make: G.M.
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

ENGINES:	WEIGHT
231 V6, W-C, OHV 3.8 x 3.4 (w-Turbo)	2800 lbs.
301 V8, W-C, OHV 4.0 x 3.0	3060 lbs.
305 V8, W-C, OHV 3.74 x 3.48	3060 lbs.
193 V6, W-C, OHV 3.5 x 3.4	2600 lbs.

Manufacturer: CHEVROLET
Model: Vega 2300

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 2516 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
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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
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
Journal Diameter: 2.30"
Connecting Rod Material: Ferrous
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

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:

Manufacturer: CHEVROLET
Model: Cosworth Vega Twin Cam

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 2492 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
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Safety Glass/remove
Rear Quarter: Safety Glass/Plexiglass
Rear: Safety Glass/Plexiglass

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
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
Journal Diameter: 58.445mm (2.301")
Connecting Rod Material: Ferrous
Journal Diameter: 50.80mm (2.0")

CYLINDER HEAD
Material of Head: Aluminum
No. Intake Ports: 4
Port Configuration: Crossflow
No. Exhaust Ports: 4
No. of Valves per Cylinder: 4
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: Bendix Electronic
Location & Type of Air Throttle: Manifold—Butterfly
Injection Pump: Bendix

TRANSMISSION
Make: Chevrolet Std. Auto B-W
No. of Forward Speeds: 4 3 5
No. of Reverse Speeds: 1 1 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Class: A

Manufacturer: CHEVROLET
Model: Camaro—1967-69

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 3060 lbs.

Wheelbase: 108.0"
Front Track: 67.98"
Rear Track: 67.98"

Wheel Diameter(s): 13/14/15
Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

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
Connecting Rod Material: Steel

Journal Diameter: 58.42mm (2.30")
Journal Diameter: 50.80mm (2.00")

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

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 3967542
Cylinder Head 3967584

Manufacturer: CHEVROLET
Model: Camaro (—"1970"—)

Class: A

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 3060 lbs.
Wheelbase: 108.0"
Front Track: 67.98"
Rear Track: 67.98

Wheel Diameter(s): 13/14/15
Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel

WINDOWS
Door: Safety Glass/remove
Rear Quarter: Safety Glass/Plexiglass
Rear: Glass/Plexiglass

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

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
Journal Diameter: 62.2mm (2.45")
Connecting Rod Material: Steel
Journal Diameter: 53.34mm (2.10")

CYLINDER HEAD
Material of Head: Cast iron
No. Intake Ports: 8
Port Configuration: Crossflow
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION

Make: Chevrolet	Std.	Auto
No. of Forward Speeds:	4	3
No. of Reverse Speeds:	1	1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:
Cylinder Head—#396 5742
Cylinder Head—#396 5784

Class: A

Manufacturer: CHEVROLET
Model: Monza Mirage

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 3060 lbs.

Wheelbase: 97.0"
Front Track: 67.98"
Rear Track: 67.98"

Wheel Diameter(s): 13/14/15"
Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel/Fiberglass
Coachwork: Ureathane and Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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/Worm and Sector
No. of Turns (lock to lock): 2.8 Servo

FINAL DRIVE
Type: HyPoid

ENGINE
Type: V-8 water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 94.74mm (3.73")
Stroke: 88.39mm (3.48")
Total Displacement: 305 cid
Material of Block: Cast iron
Number of Main Bearings: 5
Journal Diameter: 62.205mm (2.449")
Connecting Rod Material: Ferrous
Journal Diameter: 53.340mm (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

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:

Injection Pump:

TRANSMISSION
Make: Chevrolet
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter: 10.5"

ALTERNATE SPECIFICATIONS:
Cylinder Head: Part No. 3965784
Cylinder Head: Part No. 3965742
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
Hood 5797

Manufacturer: CHEVROLET
Model: Monza

Class: A

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 3060 lbs.
Wheelbase: 97.0"
Front Track: 67.98"
Rear Track: 67.98"

Wheel Diameter(s): 13/14/15
Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

STEERING
Make: Saginaw
Type: Recirculating Ball
No. of Turns (lock to lock): 4.4

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

ENGINE
Type: 8 cylinder V, water cooled, OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 3.736"
Stroke: 3.48"
Total Displacement: 305 cid
Material of Block: Cast iron
Number of Main Bearings: 5
Journal Diameter: 2.448"
Connecting Rod Material: Steel
Journal Diameter: 2.100"

CYLINDER HEAD
Material of Head: Cast iron
No. Intake Ports: 8
Port Configuration: Crossflow
No. of Valves per Cylinder: 2
No. Exhaust Ports: 8
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:

Injection Pump:

TRANSMISSION
Make: Chevrolet
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

ENGINES:

	WEIGHT
231 V6, W-C, OHV 3.8 x 3.4	2800 lbs.
193 V6, W-C, OHV 3.5 x 3.4	2600 lbs.

Class: A

Manufacturer: CHEVROLET
Model: Nova 1972

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 3060 lbs.

Wheelbase:
Front Track: 67.98"
Rear Track: 67.98"

Wheel Diameter(s): 13/14/15
Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

ENGINE
Type: V8 water cooled, OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 3.74
Stroke: 3.48
Total Displacement: 305
Material of Block: Cast iron
Number of Main Bearings: 5
Connecting Rod Material: Steel

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

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:
Cylinder Head P/N 3967542
Cylinder Head P/N 3967584

Manufacturer: CHRYSLER
Model: Dodge Colt Coupe

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1837 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
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

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

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: Mitsubishi Std. Auto
No. of Forward Speeds: 4 3
No. of Reverse Speeds: 1 1

FLYWHEEL
Diameter: 10"

ALTERNATE SPECIFICATIONS:

Manufacturer: CHRYSLER
Model: Dodge Colt 1975

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1837 lbs. 1597 cc.
2294 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
Front Fenders: Steel(1995)/Fiberglass (1597)
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel (1995)/FIberglass (1597)
Deck Lid: Steel (1995)/Fiberglass (1597)

WINDOWS
Door: Glass/remove
Rear Quarter: Safety Glass/Plexiglass
Rear: Safety Glass/Plexiglass

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

ENGINE
Type: 4 cylinder inline water cooled SOHC
(Number of cylinders, location, cooling, valve operation)
Bore: 76.9mm (1597(/84mm (1995)
Stroke: 86mm (1597)/90mm (1995)
Total Displacement: 1597 cc/1995 cc
Material of Block: Cast iron
Number of Main Bearings: 5
Journal Diameter: 66mm (2.598")
Connecting Rod Material: Ferrous
Journal Diameter: 53.1mm (2.09")

CYLINDER HEAD
Material of Head: Aluminum
Port Configuration: Crossflow
No. Intake Ports: 4
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

TRANSMISSION

Make: Chrysler/Mitsubushi	Std.	Auto
No. of Forward Speeds:	5	3
No. of Reverse Speeds:	1	1

Injection Pump:

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: CHRYSLER
Model: Dodge Challenger T/A—1970

Class: A

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 3060 lbs.
Wheelbase: 110.0"
Front Track: 67.98
Rear Track: 67.98

Wheel Diameter(s): 13/14/15
Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Fiberglass
Deck Lid: Steel

WINDOWS
Door: Safety Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

ENGINE
Type: V-8 water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 102.6mm (4.04")
Stroke: 84.1mm (3.31")
Total Displacement: 339 cid
Material of Block: Cast iron
Number of Main Bearings: 5
Journal Diameter: 63.5mm (2.5")
Connecting Rod Material: Steel
Journal Diameter: 54.0mm (2.125")

CYLINDER HEAD
Material of Head: Cast iron
Port Configuration: Crossflow
No. Intake Ports: 8
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION
Make: Chrysler Std. Auto
No. of Forward Speeds: 4 1
No. of Reverse Speeds: 1 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Class: A

Manufacturer: CHRYSLER
Model: Dodge Dart 273

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 3060 lbs.

Wheelbase: 111.0"
Front Track: 67.98"
Rear Track: 67.98

Wheel Diameter(s): 13/14/15
Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

SUSPENSION
Front Type: Independent—Torsion Bar
Rear Type: Live Axle—Laminated Leaf
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING
Make:
Type:
No. of Turns (lock to lock):

FINAL DRIVE
Type: Hotchkiss

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

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:

Manufacturer: DODGE
Model: Aspen

Class: A

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 3300 lbs.
Wheelbase: 108.7"
Front Track: 67.98"
Rear Track: 67.98"

Wheel Diameter(s): 13/14/15
Maximum Rim Width:

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

SUSPENSION
Front Type: Independent—Torsion Bar
Rear Type: Live Axle—Leaf
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

ENGINE
Type: 8 cylinder water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 4.00"
Stroke: 3.58"
Total Displacement: 359.9cid
Material of Block: Cast iron
Number of Main Bearings: 5
Journal Diameter: 2.81"
Connecting Rod Material: Steel
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

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 3.91 x 3.31

Class: A

Manufacturer: DODGE
Model: Challenger

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): lbs.

Wheelbase: 99.0"
Front Track: 67.98"
Rear Track: 67.98"

Wheel Diameter(s): 13/14/15
Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

SUSPENSION
Front Type: Independent/Coil
Rear Type: Rigid Axle/Coil
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING
Make: Koyo Seiko Co.
Type: Recirculating Ball
No. of turns (lock to lock): 3.5

FINAL DRIVE
Type: HyPoid

ENGINE
Type: 4 cylinder inline, water cooled, SOHV
(Number of cylinders, location, cooling, valve operation)
Bore: 91.1mm
Stroke: 98mm
Total Displacement: 255.5
Material of Block: Cast iron
Number of Main Bearings: 5
Journal Diameter: 2.60
Connecting Rod Material: Steel
Journal Diameter: 2.08

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

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: 5
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FIAT
Model: 600 D

Class: C

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1020 lbs.
Wheelbase: 78.7"
Front Track: 49.24"
Rear Track: 49.65"

Wheel Diameter(s): 12.0"
Maximum Rim Width: 6.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

SUSPENSION
Front Type: Independent/Transverse Leaf
Rear Type: Independent/Coil Spring
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING
Make: Fiat
Type: Worm & Sector
No. of Turns (lock to lock): 2.125

FINAL DRIVE
Type: Integral with transmission

ENGINE
Type: Four cylinder in line rear water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 62mm (2.44")
Stroke: 63.5mm (2.5")
Total Displacement: 767 cc
Material of Block: Cast iron
Number of Main Bearings: 3
Journal Diameter: 50.85mm
Connecting Rod Material: Ferrous
Journal Diameter: 40.05mm

CYLINDER HEAD
Material of Head: Aluminum
Port Configuration: Crossflow
No. Intake Ports: 4
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION
Make: Fiat
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FIAT
Model: 850 Sport Coupe

Class: C

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1201 lbs.

Wheelbase: 79.8"
Front Track: 48.52"
Rear Track: 50.58

Wheel Diameter(s): 13"
Maximum Rim Width: 6.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

SUSPENSION
Front Type: Independent—Transverse Leaf
Rear Type: Independent—Coil Spring
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING
Make: Fiat
Type: Worm & Sector
No. of Turns (lock to lock): 3.75

FINAL DRIVE
Type: Integral with transmission

ENGINE
Type: Four cylinder in line rear water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 65mm (2.56")
Stroke: 68mm (2.68")
Total Displacement: 903 cc
Material of Block: Cast iron
Number of Main Bearings: 3
Journal Diameter: 51mm (2.01")
Connecting Rod Material: Ferrous
Journal Diameter: 40mm (1.575")

CYLINDER HEAD
Material of Head: Aluminum
No. Intake Ports: 4
Port Configuration: Crossflow
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION
Make: Fiat
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FIAT
Model: 124

Class: C

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1556 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
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

STEERING
Make: Fiat
Type: Worm & Roller
No. of Turns (lock to lock): 2.75

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass
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

FINAL DRIVE
Type: HyPoid

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
Journal Diameter:
Connecting Rod Material: Ferrous
Journal Diameter:

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

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: Fiat
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FIAT
Model: 124 Special

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1726 lbs 1438 cc
1830 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
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Glass/remove
Rear Quarter: None
Rear: Glass/Plexiglass
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

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
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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION
Make: Fiat
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter: 10.39"

ALTERNATE SPECIFICATIONS:

Manufacturer: FIAT
Model: 124 Sport Coupe 1438

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1655 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
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

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
Journal Diameter: 50.87mm (2.00")
Connecting Rod Material: Ferrous
Journal Diameter: 45.58mm (1.79")

CYLINDER HEAD
Material of Head: Aluminum
No. Intake Ports: 4
Port Configuration: Crossflow
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION
Make: Fiat Std. Alt.
No. of Forward Speeds: 4 5
No. of Reverse Speeds: 1 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Class: B

Manufacturer: FIAT
Model: 124 Sport Coupe

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1830 lbs. 1592 cc
1850 lbs.—1608 cc
2020 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
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION
Make: Fiat Std. Alt.
No. of Forward Speeds: 5 4
No. of Reverse Speeds: 1 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FIAT
Model: 128

Class: C

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1384 lbs. 1116 cc
1600 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
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass
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

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

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: Fiat
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter: 9.8" or 11"

ALTERNATE SPECIFICATIONS:
5 Speed Transmission

Class: C

Manufacturer: FIAT
Model: 128 Coupe SL 1300 & 3P

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1600 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
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

ENGINE
Type: Four cylinder inline, water cooled, SOHC, front drive
(Number of cylinders, location, cooling, valve operation)
Bore: 86mm (3.39")
Stroke: 55.5mm (2.185")
Total Displacement: 1290 cc
Material of Block: Cast iron
Number of Main Bearings: 5
Journal Diameter: 50.8mm (2.0")
Connecting Rod Material: Ferrous
Journal Diameter: 45.58mm (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

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: Fiat
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter: 9.8"

ALTERNATE SPECIFICATIONS:
5 Speed Transmission

Manufacturer: FIAT
Model: 131 Coupe & Sedan

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 2019 lbs.—1756 cc
2294 lbs.—1995 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
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Safety Glass/remove
Rear Quarter: Safety Glass/Plexiglass
Rear: Safety Glass/Plexiglass

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

ENGINE
Type: Four cylinder inline water cooled DOHC
(Number of cylinders, location, cooling, valve operation)
Bore: 84mm (3.307") 8.41 (3.31)
Stroke: 79.2mm (3.118") 8.99 (3.54)
Total Displacement: 1756 cc 1995 cc
Material of Block: Cast iron
Number of Main Bearings: 5
Journal Diameter: 53mm (2.087")
Connecting Rod Material: Ferrous
Journal Diameter: 50.8mm (2.0")

CYLINDER HEAD
Material of Head: Aluminum
No. Intake Ports: 4
Port Configuration: Crossflow
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION
Make: Fiat
No. of Forward Speeds: 5
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FORD
Model: New Anglia 997/123-124E Anglia Super

Class: C

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1296 lbs. 996.6 cc
1557 lbs. 1198 cc

Wheelbase: 90.5"
Front Track: 52.53"
Rear Track: 52"

Wheel Diameter(s): 13.0"
Maximum Rim Width: 6.0

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

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
Journal Diameter: 54mm
Connecting Rod Material: Ferrous
Journal Diameter: 49.2mm

CYLINDER HEAD
Material of Head: Cast iron
No. Intake Ports: 4
Port Configuration: Non-crossflow
No. of Valves per Cylinder: 2
No. Exhaust Ports: 4
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:

Injection Pump:

TRANSMISSION
Make: Ford
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FORD
Model: Capri 1600

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1680 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
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

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
Journal Diameter: 54.1998mm (2.126")
Connecting Rod Material: Ferrous
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

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: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Class: B

Manufacturer: FORD
Model: Capri 2000

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 2100 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
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

ENGINE
Type: Four cylinder in line water cooled SOHC
(Number of cylinders, location, cooling, valve operation)
Bore: 90.8mm (3.57")
Stroke: 77mm (3.03")
Total Displacement: 1993 cc
Material of Block: Cast iron
Number of Main Bearings: 5
Journal Diameter: 57mm (2.244")
Connecting Rod Material: Ferrous
Journal Diameter: 54.12mm (2.165")

CYLINDER HEAD
Material of Head: Cast iron
No. Intake Ports: 4
Port Configuration: Crossflow
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION
Make: Ford Std. Auto
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FORD
Model: Cortina GT

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1499 lbs. 1499 cc
1680 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
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

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
Journal Diameter: 53.993mm/54.1998mm
Connecting Rod Material: Ferrous
Journal Diameter: 49.205mm

CYLINDER HEAD
Material of Head: Cast iron
Port Configuration: Non-crossflow/
Crossflow
No. Intake Ports: 4
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION
Make: Ford
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Class: B

Manufacturer: FORD
Model: Lotus Cortina TC—1964-66

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1792 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
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel & Aluminum
Doors: Steel—Aluminum faced
Hood: Aluminum
Deck Lid: Aluminum

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

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

Stroke: 72.75mm (2.875")

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

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: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FORD
Model: Lotus Cortina Twin Cam 1967

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1792 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
Front Fenders: Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Fiberglass
Deck Lid: Fiberglass

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

ENGINE
Type: Four cylinder inline water cooled DOHC
(Number of cylinders, location, cooling, valve operation)
Bore: 82.55mm (3.25")
Stroke: 72.746mm (2.864")
Total Displacement: 1558 cc
Material of Block: Cast iron
Number of Main Bearings: 5
Journal Diameter: 53.993mm (2.125")
Connecting Rod Material: Ferrous
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

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	Ford	ZF
No. of Forward Speeds:	4	5
No. of Reverse Speeds:	1	1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FORD
Model: Escort Super and 1300 GT

Class: C

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1726 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
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

ENGINE
Type: Four cylinder in line water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 81.01mm (3.189")
Stroke: 62.89mm (2.478")
Total Displacement: 1297.7 cc
Material of Block: Cast iron
Number of Main Bearings: 5
Journal Diameter: 53.993mm (2.125")
Connecting Rod Material: Ferrous
Journal Diameter: 49.205mm (1.9372")

CYLINDER HEAD
Material of Head: Cast iron
Port Configuration: Crossflow
No. Intake Ports: 4
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION

Make: Ford	Ford	ZF
No. of Forward Speeds:	4	5
No. of Reverse Speeds:	1	1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FROD
Model: Escort Mexico 1600

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1680 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
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

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
Journal Diameter: 54.1998mm (2.126")
Connecting Rod Material: Ferrous
Journal Diameter: 49.206mm (2.937")

CYLINDER HEAD
Material of Head: Cast iron
Port Configuration: Crossflow
No. Intake Ports: 4
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION

Make: Ford	Ford	ZF
No. of Forward Speeds:	4	5
No. of Reverse Speeds:	1	1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Class: A

Manufacturer: FORD
Model: Maverick

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 3060 lbs.
Wheelbase: 103.0"
Front Track: 67.98"
Rear Track: 67.98

Wheel Diameter(s): 13/14/15
Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/remove
Rear: Glass

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
No. of Turns (lock to lock): 5.4

FINAL DRIVE
Type: HyPoid

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

Stroke: 3.910" (250/3.00" (302)
Note: Windsor engine with 2 bolt main caps

Journal Diameter: 2.3986"(250)/2.2486"(302)
Journal Diameter: /2.1236"(302)

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

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: 3
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FORD
Model: Mustang

Class: A

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 3060 lbs.
Wheelbase: 109.0"
Front Track: 67.98"
Rear Track: 67.98"

Wheel Diameter(s): 13/14/15
Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/remove
Rear: Safety Glass

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): 4.6

FINAL DRIVE
Type: HyPoid

ENGINE
Type: V-8 water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 4.002"
Stroke:
Total Displacement: 351 cid
Material of Block: Cast iron
Number of Main Bearings:
Journal Diameter: 2.748"
Connecting Rod Material: Ferrous
Journal Diameter:

CYLINDER HEAD
Material of Head: Cast iron
Port Configuration: Crossflow
No. Intake Ports: 8
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION
Make: Ford
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Class: A

Manufacturer: FORD
Model: 1965-67 Mustang H.T. and Fastback

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 3060 lbs.

Wheelbase: 108.0"
Front Track: 67.98"
Rear Track: 67.98"

Wheel Diameter(s): 13/14/15
Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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: Recirculating Ball
No. of Turns (lock to lock):

FINAL DRIVE
Type: HyPoid

ENGINE
Type: V-8 water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 101.73mm (4.005")
Stroke: 72.9mm (2.87")
Total Displacement: 289 cid
Material of Block: Cast iron
Number of Main Bearings: 5
Journal Diameter: 57.11mm (2.25")
Connecting Rod Material:
Journal Diameter: 53.93mm (2.12")

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

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: Borg Warner	Std.	Auto
No. of Forward Speeds:	4	3
No. of Reverse Speeds:	1	1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FORD
Model: 1967-8 Mustang H.T.

Class: A

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 3060 lbs.
Wheelbase:
Front Track: 67.98
Rear Track: 67.98"

Wheel Diameter(s): 13/14/15
Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

ENGINE
Type: V-8 water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore:
Stroke:
Total Displacement:
Material of Block: Cast iron
Number of Main Bearings: 5
Journal Diameter:
Connecting Rod Material:
Journal Diameter:

CYLINDER HEAD
Material of Head: Cast iron
No. Intake Ports: 8
Port Configuration: Crossflow
No. Exhaust 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

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:

Manufacturer: FORD
Model: 1969 Mustang Fastback and H.T.

Class: A

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 3060 lbs.
Wheelbase:
Front Track: 67.98"
Rear Track: 67.98"

Wheel Diameter(s): 13/14/15
Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

SUSPENSION
Front Type: Independent—Coil Spring
Rear Type: Live Axle—Leaf Spring
No. of Front Shock Absorbers:
No. of Rear Shock Absorbers:

STEERING
Make:
Type:
No. of Turns (lock to lock):

FINAL DRIVE
Type: HyPoid

ENGINE
Type: V-8 water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore:
Stroke:
Total Displacement:
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

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:

Manufacturer: FORD
Model: 1969 Mustang Boss 302

Class: A

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 3060 lbs.
Wheelbase: 108"
Front Track: 67.98"
Rear Track: 67.98"

Wheel Diameter(s): 13/14/15
Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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: Recirculating Ball
No. of Turns (lock to lock): 4.64/3.74

FINAL DRIVE
Type: HyPoid

ENGINE
Type: V-8 water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 101.6mm (4.0")
Stroke: 76.2mm (3.0")
Total Displacement: 302 cid
Material of Block: Cast iron
Number of Main Bearings: 5
Journal Diameter: 57.11mm (2.25")
Connecting Rod Material:
Journal Diameter: 53.9mm (2.12")

CYLINDER HEAD
Material of Head: Cast iron
Port Configuration: Crossflow
No. Intake Ports: 8
No. Exhaust 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.:

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: 1970 Mustang

Class: A

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 3060 lbs.
Wheelbase: 108.0"
Front Track: 67.98"
Rear Track: 67.98"

Wheel Diameter(s): 13/14/15
Maximum Rim Width: 10.0

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

ENGINE
Type: V8 water cooled, OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 4.0
Stroke: 3.0
Total Displacement: 302
Material of Block: Cast iron
Number of Main Bearings: 5
Journal Diameter:
Connecting Rod Material: Steel
Journal Diameter:

CYLINDER HEAD
Material of Head: Cast iron
No. Intake Ports: 8
Port Configuration: Crossflow
No. Exhaust 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

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:

Manufacturer: FORD
Model: Boss 302 Mustang—1970

Class: A

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 3060 lbs.
Wheelbase: 108.0"
Front Track: 67.98"
Rear Track: 67.98"

Wheel Diameter(s): 13/14/15
Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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): 4.64/3.74

FINAL DRIVE
Type: HyPoid

ENGINE
Type: V-8 water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 101.6mm (4.0")
Stroke: 76.2mm (3.0")
Total Displacement: 302.4 cid
Material of Block: Cast iron
Number of Main Bearings: 5
Journal Diameter: 57.11mm (2.25")
Connecting Rod Material: Steel
Journal Diameter: 53.93mm (2.12")

CYLINDER HEAD
Material of Head: Cast iron
No. Intake Ports: 8
Port Configuration: Crossflow
No. Exhaust 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

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 II 2300

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 2642 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
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Safety Glass/remove
Rear Quarter: Safety Glass/Plexiglass
Rear: Safety Glass/Plexiglass

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

ENGINE
Type: Four cylinder in line water cooled SOHC
(Number of cylinders, location, cooling, valve operation)
Bore: 96mm (3.781")
Stroke: 79.4mm (3.126")
Total Displacement: 2297.7 cc
Material of Block: Cast iron
Number of Main Bearings: 5
Connecting Rod Material: Ferrous

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

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 II—302

Class: A

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 3060 lbs.
Wheelbase: 96.2"
Front Track: 67.98
Rear Track: 67.98"

Wheel Diameter(s): 13/14/15
Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Safety Glass/remove
Rear Quarter: Safety Glass/remove
Rear: Safety Glass

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

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
Journal Diameter: 2.2486"
Connecting Rod Material: Ferrous
Journal Diameter: 2.1236"
Windsor engine—2 bolt main caps

CYLINDER HEAD
Material of Head: Cast iron
Port Configuration: Crossflow
No. Intake Ports: 8
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION
Make: Ford

	Std.	Alt.	Auto
No. of Forward Speeds:	4	3	3
No. of Reverse Speeds:	1	1	1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FORD
Model: Pinto 1600

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1680 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
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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): 4.15

FINAL DRIVE
Type: HyPoid

ENGINE
Type: Four cylinder in line water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 80.978mm (3.1881")
Stroke: 77.62mm (3.056")
Total Displacement: 1598
Material of Block: Cast iron
Number of Main Bearings: 5
Journal Diameter: 53.99mm (2.1257")
Connecting Rod Material: Ferrous
Journal Diameter: 52.06mm (2.0827")

CYLINDER HEAD
Material of Head: Cast iron
No. Intake Ports: 4
Port Configuration: Crossflow
No. Exhaust 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

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: Pinto 2000/2300

Class:

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 2100 lbs. — 1993 cc
2420 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
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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):

FINAL DRIVE
Type: HyPoid

ENGINE
Type: Four cylinder in line water cooled SOHC
(Number of cylinders, location, cooling, valve operation)
Bore: 90.8mm/96mm
Stroke: 77mm/79.4mm
Total Displacement: 1993 cc/2297.7 cc
Material of Block: Cast iron
Number of Main Bearings: 5
Journal Diameter: 57mm/57mm
Connecting Rod Material: Ferrous
Journal Diameter: 54.12mm/54.12mm

CYLINDER HEAD
Material of Head: Cast iron
Port Configuration: Crossflow
No. Intake Ports: 4
No. Exhaust 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

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: AMERICAN MOTORS Class: A
Model: AMX & Spirit

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 3060 lbs.
Wheelbase: 96.0"
Front Track: 67.98" Wheel Diameter(s): 13/14/15
Rear Track: 67.98" Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/remove
Rear: Glass

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

ENGINE
Type: 8 cylinder V, water cooled, OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 3.75" Stroke: 3.44"
Total Displacement: 304 cid
Material of Block: Cast iron
Number of Main Bearings: 5 Journal Diameter: 2.746"
Connecting Rod Material: Steel Journal Diameter: 2.095

CYLINDER HEAD
Material of Head: Cast iron Port Configuration: Crossflow
No. Intake Ports: 4 No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION
Make: AMC
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: AMERICAN MOTORS
Model: Concord

Class: A

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 3060 lbs.
Wheelbase: 108.0"
Front Track: 67.98"
Rear Track: 67.98"

Wheel Diameter(s): 13/14/15
Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/remove
Rear: Glass

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): 6

FINAL DRIVE
Type: HyPoid

ENGINE
Type: 8 cylinder V, water cooled, OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 3.75"
Stroke: 3.44"
Total Displacement: 304
Material of Block: Cast iron
Number of Main Bearings: 5
Journal Diameter: 2.746"
Connecting Rod Material: Steel
Journal Diameter: 2.095"

CYLINDER HEAD
Material of Head: Cast iron
Port Configuration: Crossflow
No. Intake Ports: 8
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION
Make: AMC
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: AMERICAN MOTORS
Model: Pacer

Class: A

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 3060 lbs.
Wheelbase: 100.0"
Front Track: 67.98"
Rear Track: 67.98"

Wheel Diameter(s): 13/14/15
Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/remove
Rear: Glass

SUSPENSION
Front Type: Independent—Coil Lower Arm
Rear Type: Hotchkiss Leaf
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING
Make: Saginaw
Type: Rack & Pinion
No. of Turns (lock to lock): 5.8

FINAL DRIVE
Type: HyPoid

ENGINE
Type: 8 cylinder water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 3.75"
Stroke: 3.44"304
Total Displacement: 304
Material of Block: Cast iron
Number of Main Bearings: 5
Journal Diameter: 2.746"
Connecting Rod Material: Steel
Journal Diameter: 2.095"

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

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: AMC
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FIAT
Model: 138

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1603 lbs.
Wheelbase: 96.4"
Front Track: 56.65"
Rear Track: 57.16"

Wheel Diameter(s): 13"
Maximum Rim Width: 7"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

STEERING
Make: Fiat
Type: Rack & Pinion
No. of Turns (lock to lock):

SUSPENSION
Front Type: Independent—Coil Spring
Rear Type: Transverse—Leaf
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

FINAL DRIVE
Type: Trans Axle

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
Journal Diameter: 50.785mm (shell)
Connecting Rod Material: Steel
Journal Diameter: 45.508mm (shell)

CYLINDER HEAD
Material of Head: Aluminum
No. Intake Ports: 4
Port Configuration: Crossflow
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION
Make:Fiat
No. of Forward Speeds: 5
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FORD
Model: Capri 2.3 Turbo RS

Class: A

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 2600 lbs.

Wheelbase: 100."4
Front Track: 67.98"
Rear Track: 67.98"

Wheel Diameter(s): 13/14/15
Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/remove
Rear: Glass

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

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
Journal Diameter: 2.399"
Connecting Rod Material: Steel forged
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

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: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FORD
Model: Capri V6

Class: A

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 2600 lbs.
Wheelbase: 100.4
Front Track: 67.98″
Rear Track: 67.98″

Wheel Diameter(s): 13/14/15
Maximum Rim Width: 10.0″

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors:Steel
Hood:Steel
Deck Lid:Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/remove
Rear: Glass

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

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
Journal Diameter: 2.244″
Connecting Rod Material: Steel forged
Journal Diameter: 2.125″

CYLINDER HEAD
Material of Head: Cast iron
Port Configuration: Crossflow
No. Intake Ports: 3
No. Exhaust Ports: 3
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

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: Capri

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 2646 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
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

STEERING
Make: Cam Gear Ltd
Type: Rack & Pinion
No. of Turns (lock to lock): 4.08

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

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
Journal Diameter: 2.399"
Connecting Rod Material: Steel forged
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

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: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FORD
Model: Cobra II 302

Class: A

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 3060 lbs.
Wheelbase: 96.2"
Front Track: 67.98"
Rear Track: 67.98"

Wheel Diameter(s): 13/14/15
Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/remove
Rear: Glass

STEERING
Make: Cam Gear LTD
Type: Rack & Pinion
No. of Turns (lock to lock): 4.15

SUSPENSION
Front Type: Independent—Coil Spring
Rear Type: Hotchkiss—Leaf
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

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
Journal Diameter: 2.249"
Connecting Rod Material: Steel forged
Journal Diameter: 2.123"

CYLINDER HEAD
Material of Head: Cast iron
Port Configuration: Crossflow
No. Intake Ports: 8
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION
Make: Ford
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FORD
Model: Fairmount 302

Class: A

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 3060 lbs.
Wheelbase: 105.4"
Front Track: 67.98"
Rear Track: 67.98"

Wheel Diameter(s): 13/14/115
Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/remove
Rear: Glass

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

FINAL DRIVE
Type: HyPoid

ENGINE
Type: 8 cylinder V, water cooled, OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 4.00"
Stroke: 3.00"
Total Displacement: 5000 cc 302 cid
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

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: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FORD
Model: Fiesta

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1550 lbs.
Wheelbase: 90.0"
Front Track: 54.07"
Rear Track: 53.56"

Wheel Diameter(s): 12
Maximum Rim Width: 7"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

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
Journal Diameter: 54mm (2.125")
Connecting Rod Material: Steel forged
Journal Diameter: 49.2mm (1.937")

CYLINDER HEAD
Material of Head: Cast iron
No. Intake Ports: 4
Port Configuration: Crossflow
No. Exhaust 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.:

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION
Make: Ford
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FORD
Model: Mustang 2.3 Turbo

Class: A

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 2600 lbs.
Wheelbase: 100.4"
Front Track: 67.98"
Rear Track: 67.98"

Wheel Diameter(s): 13/14/15
Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/remove
Rear: Glass

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

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
Journal Diameter: 2.399"
Connecting Rod Material: Steel forged
Journal Diameter: 2.047"

CYLINDER HEAD
Material of Head: Cast iron
Port Configuration: Crossflow
No. Intake Ports: 4
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION
Make: Ford
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FORD
Model: Mustang V6

Class: A

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 2600 lbs.
Wheelbase: 104.0"
Front Track: 67.98"
Rear Track: 67.98"

Wheel Diameter(s): 13/14/15"
Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/remove
Rear: Glass

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

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
Journal Diameter: 2.244"
Connecting Rod Material: Steel forged
Journal Diameter: 2.125"

CYLINDER HEAD
Material of Head: Cast iron
Port Configuration: Crossflow
No. Intake Ports: 6
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION
Make: Ford
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FORD
Model: Mustang III

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 2646 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
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

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
Journal Diameter: 2.399"
Connecting Rod Material: Steel forged
Journal Diameter: 2.047"

CYLINDER HEAD
Material of Head: Cast iron
No. Intake Ports: 4
Port Configuration: Crossflow
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION
Make: Ford
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FORD
Model: Zephyr 302

Class: A

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 3060 lbs.
Wheelbase: 105.4"
Front Track: 67.98"
Rear Track: 67.98"

Wheel Diameter(s): 13/14/15"
Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/remove
Rear: Glass

STEERING
Make: Cam Gear LTD.
Type: Rack & Pinion
No. of Turns (lock to lock): 4.1

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

ENGINE
Type: 8 cylinder V, water cooled, OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 4.00"
Stroke: 3.00"
Total Displacement: 5000 cc 302 cid
Material of Block:
Number of Main Bearings: 5
Journal Diameter: 2.249"
Connecting Rod Material: Steel forged
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

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: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FUJI HEAVY IND. Class: C
Model: Subaru FF—1G

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1533 lbs.
Wheelbase: 95.3″
Front Track: 53.2″
Rear Track: 50.88″

Wheel Diameter(s): 13.0″
Maximum Rim Width: 6.0″

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

SUSPENSION
Front Type: Independent/Torsion Bar
Rear Type: Semi-trailing arm—Torsion Bar
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING
Make: Fuji
Type: Rack & Pinion
No. of Turns (lock to lock): 3.3

FINAL DRIVE
Type: HyPoid

ENGINE
Type: Four cylinder, opposed, water cooled, OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 82mm (3.23″)
Stroke: 60mm (2.36″)
Total Displacement: 1267 cc
Material of Block: Aluminum
Number of Main Bearings: 3
Journal Diameter: 50mm (1.97″)
Connecting Rod Material: Ferrous
Journal Diameter: 45mm (1.77″)

CYLINDER HEAD
Material of Head: Aluminum
Port Configuration: Crossflow
No. Intake Ports: 4
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION
Make: Fuji
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter: 9.8″

ALTERNATE SPECIFICATIONS:

Manufacturer: FUJI HEAVY IND. Class: C
Model: Subaru GL Coupe

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1533 lbs.
Wheelbase: 96.6"
Front Track: 54.18" Wheel Diameter(s): 13.0"
Rear Track: 51.91" Maximum Rim Width: 6.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Safety Glass/remove
Rear Quarter: Safety Glass/Plexiglass
Rear: Safety Glass/Plexiglass

SUSPENSION
Front Type: Independent—McPherson
Rear Type: Semi-trailing arm—Torsion Bar
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING
Make: Fuji
Type: Rack & Pinion
No. of Turns (lock to lock): 3.8

FINAL DRIVE
Type: HyPoid

ENGINE
Type: Four cylinder, opposed, water cooled, OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 82.04mm (3.23") Stroke: 59.94mm (2.36")
Total Displacement: 1267 cc
Material of Block: Aluminum
Number of Main Bearings: 3 Journal Diameter: 49.97mm (1.97")
Connecting Rod Material: Ferrous Journal Diameter: 45mm (1.77")

CYLINDER HEAD
Material of Head: Aluminum Port Configuration: Crossflow
No. Intake Ports: 4 No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION
Make: Fuji
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FUJI HEAVY IND. Class: B
Model: Subaru 1400 Sedan

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1320 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
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

SUSPENSION
Front Type: Independent—McPherson
Rear Type: Semi-trailing arm—Torsion Bar
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING
Make: Fuji
Type: Rack & Pinion
No. of Turns (lock to lock): 3.8

FINAL DRIVE
Type: HyPoid

ENGINE
Type: Four cylinder, opposed, water cooled, OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 85mm (3.35")
Stroke: 60mm (2.36")
Total Displacement: 1361 cc
Material of Block: Aluminum
Cast iron liners
Number of Main Bearings: 3
Journal Diameter: 50mm (1.97")
Connecting Rod Material: Ferrous
Journal Diameter: 45mm (1.77")

CYLINDER HEAD
Material of Head: Aluminum
Port Configuration: Crossflow
No. Intake Ports: 4
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION
Make: Fuji
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter: 9.8"

ALTERNATE SPECIFICATIONS:

Manufacturer: HONDA
Model: Civic

Class: C

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1486 lbs. 1170 cc
1572 lbs. 1237.7 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
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Safety Glass/remove
Rear Quarter: Safety Glass/Plexiglass
Rear: Safety Glass/Plexiglass

SUSPENSION
Front Type: Independent—McPherson
Rear Type: Independent—McPherson
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING
Make: Honda2
Type: Rack & Pinion
No. of Turns (lock to lock): 3.1

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
Journal Diameter: 50mm (1.97")
Connecting Rod Material: Ferrous
Journal Diameter: 40mm (1.57")

CYLINDER HEAD
Material of Head: Aluminum
Port Configuration: Crossflow
No. Intake Ports: 4
No. Exhaust 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

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: HONDA
Model: Civic CVCC

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1369 lbs. CVCC Head
1518 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
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Safety Glass/remove
Rear Quarter: Safety Glass/Plexiglass
Rear: Safety Glass/Plexiglass

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):

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") Stroke: 86.5mm (3.406")
Total Displacement: 1488 cc
Material of Block: Cast iron
Number of Main Bearings: 5 Journal Diameter: 50mm (1.97")
Connecting Rod Material: Ferrous Journal Diameter: 42mm (1.65")

CYLINDER HEAD
Material of Head: Aluminum Port Configuration: Non-crossflow
No. Intake Ports: 4 No. Exhaust Ports: 4
No. of Valves per Cylinder: 3—CVCC
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:

Injection Pump:

TRANSMISSION
Make: Honda
No. of Forward Speeds: 4 or 5
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:
Cylinder Head—two valve—part #12100-664-010

Manufacturer: MERCURY
Model: 1967 Cougar

Class: A

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 3060 lbs.

Wheelbase:
Front Track: 67.98"
Rear Track: 67.98"

Wheel Diameter(s): 13/14/15"
Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

ENGINE
Type: V-8 water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore:
Stroke:
Total Displacement:
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

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:

Manufacturer: NISSAN Class: C
Model: Datsun B 110 Coupe and Sedan

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1522 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
Front Fenders: Steel/additional flare
Rear Fenders: Steel/additional flare
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

SUSPENSION
Front Type: Independent—McPherson—Coil
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): 3.3

FINAL DRIVE
Type: HyPoid

ENGINE
Type: Four cylinder in line water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 73mm (2.87″)
Stroke: 70mm (2.76″)
Total Displacement: 1171 cc
Material of Block: Cast iron
Number of Main Bearings: 5
Journal Diameter: 50mm (1.97″)
Connecting Rod Material: Ferrous
Journal Diameter: 45mm (1.77″)

CYLINDER HEAD
Material of Head: Aluminum
No. Intake Ports: 4
Port Configuration: Non-crossflow
No. Exhaust 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

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 B210 Coupe & Sedan

Class: C

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1674 lbs.
Wheelbase: 92.13"
Front Track: 54.33"
Rear Track: 53.35"

Wheel Diameter(s): 13.0"
Maximum Rim Width: 6.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel/Fiberglass Flare
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

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
Journal Diameter: 50mm (1.97")
Connecting Rod Material: Ferrous
Journal Diameter: 45mm (1.77")

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

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

FLYWHEEL
Diameter: 10.7"

ALTERNATE SPECIFICATIONS:

Manufacturer: NISSAN
Model: Datsun B-210

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1397 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
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Glass/remove
Rear Quarter: Safety Glass/Plexiglass
Rear: Safety Glass/Plexiglass

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

ENGINE
Type: Four cylinder inline water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 76mm (2.99″)
Stroke: 77mm (3.03″)
Total Displacement: 1397 cc
Material of Block: Cast iron
Number of Main Bearings: 5
Journal Diameter: 50mm (1.97″)
Connecting Rod Material: Ferrous
Journal Diameter: 45mm (1.77″)

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

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: NISSAN
Model: Datsun F-10

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1285 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
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel
Front Apron: Steel/Fiberglass

WINDOWS
Door: Safety Glass/remove
Rear Quarter: Safety Glass/Plexiglass
Rear: Safety Glass/Plexiglass

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: Nissan
Type: Rack & Pinion
No. of Turns (lock to lock): 3.2

FINAL DRIVE
Type: Helical Gear

ENGINE
Type: Four cylinder inline water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 76mm (2.99")
Stroke: 77mm (3.03")
Total Displacement: 1397 cc
Material of Block: Cast iron
Number of Main Bearings: 5
Journal Diameter: 50mm (1.97")
Connecting Rod Material: Ferrous
Journal Diameter: 45mm (1.77")

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

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 or 5
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:
Firewall Modification: Part #
Cylinder Heads: 11041-H2301
11041-H5702

Class: B

Manufacturer: DATSUN
Model: 310 1500 cc

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1562 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
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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: HyPoid

ENGINE
Type: Four cylinder inline, water cooled, OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 3.15"
Stroke: 2.91"
Total Displacement: 1488 cc
Material of Block: Cast iron
Number of Main Bearings: 5
Journal Diameter:
Connecting Rod Material: Steel
Journal Diameter:

CYLINDER HEAD
Material of Head: Aluminum
No. Intake Ports: 4
Port Configuration: Non-crossflow
No. Exhaust 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

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

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:
Firewall Modification for Air Horn
Cylinder Head: 11041-H2301
11041-H5702

Manufacturer: NISSAN
Model: Datsun PL 510 1600

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1755 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
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel/additional flare
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass
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 Ball
No. of Turns (lock to lock): 3.2

FINAL DRIVE
Type: HyPoid

ENGINE
Type: Four cylinder in line water cooled SOHC
(Number of cylinders, location, cooling, valve operation)
Bore: 83mm (3.27")
Stroke: 73.7mm (2.90")
Total Displacement: 1595 cc
Material of Block: Cast iron
Number of Main Bearings: 5
Journal Diameter: 55mm (2.165")
Connecting Rod Material: Ferrous
Journal Diameter: 50mm (1.97")

CYLINDER HEAD
Material of Head: Aluminum
Port Configuration: Non-crossflow
No. Intake Ports: 4
No. Exhaust Ports: 2
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

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

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.

Manufacturer: NISSAN
Model: Datsun HL-510 1800

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1947 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
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel/additional flare
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass
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

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
Journal Diameter: 55mm (2.165")
Connecting Rod Material: Ferrous
Journal Diameter: 50mm (1.97")

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

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

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.

Manufacturer: NISSAN
Model: Datsun 510 2 Liter

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 2147 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
Front Fenders: Steel/FRP
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/FRP
Deck Lid: Steel/FRP

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

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
Journal Diameter: 60mm
Connecting Rod Material: Ferrous
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

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 610 2 Dr. & 4 Dr.

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1947 lbs. 1770 cc
2147 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
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass
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

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
Journal Diameter: 55mm (2.165")
Connecting Rod Material: Ferrous
Journal Diameter: 50mm (1.97")

CYLINDER HEAD
Material of Head: Aluminum
No. Intake Ports: 4
Port Configuration: Non-crossflow
No. Exhaust 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

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

FLYWHEEL
Diameter: 12.2"

ALTERNATE SPECIFICATIONS:
Cylinder Head—Part #11041-22010
11041-UO600-A
11041-UO602-SV
11041-21901

Manufacturer: NISSAN
Model: Datsun 710

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1947 lbs. 1770 cc
2147 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
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

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
Journal Diameter: 55mm or 60mm
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: Non-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:

Injection Pump:

TRANSMISSION

Make: Nissan	Std.	Alt.
No. of Forward Speeds:	4	5
No. of Reverse Speeds:	1	1

FLYWHEEL
Diameter: 12.2"

ALTERNATE SPECIFICATIONS:
Cylinder Head—Part #11041-22010

Manufacturer: NISSAN
Model: Datsun 810

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 2632 lbs.
Wheelbase: 104.3"
Front Track: 58.20"
Rear Track: 57.68"

Wheel Diameter(s): 14.0"
Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass
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

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
Journal Diameter: 55mm (2.17")
Connecting Rod Material: Ferrous
Journal Diameter: 50mm (1.92")

CYLINDER HEAD
Material of Head: Aluminum
Port Configuration: Non-crossflow
No. Intake Ports: 6
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make: Bosch L-Jetronics
Location & Type of Air Throttle:
Manifold

Injection Pump: . Bosch

TRANSMISSION

Make: Nissan	Std.	Alt.
No. of Forward Speeds:	4	5
No. of Reverse Speeds:	1	1

FLYWHEEL
Diameter: 12.04"

ALTERNATE SPECIFICATIONS:

Manufacturer: NISSAN
Model: Datsun 200 SX

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 2147 lbs.
Wheelbase: 92.1"
Front Track: 55.88"
Rear Track: 55.10"

Wheel Diameter(s): 13.0"
Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

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
Port Configuration: Non-crossflow
No. Intake Ports: 4
No. Exhaust 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

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

Manufacturer: NSU
Model: NSU—1000

Class: C

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1345 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
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/PlexiglassGlass/remove

SUSPENSION
Front Type: Independent—Coil Spring
Rear Type: Independent—Trailing Arm—Coil
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING
Make: NSU
Type: Rack & Pinion
No. of Turns (lock to lock): 3

FINAL DRIVE
Type: Bevel gear with transmission

ENGINE
Type: Four cylinder inline air cooled SOHC
(Number of cylinders, location, cooling, valve operation)
Bore: 69mm (2.72″)
Stroke: 66.6mm (2.62″)
Total Displacement: 996 cc
Material of Block: Aluminum
Number of Main Bearings: 5
Journal Diameter: 45mm1.77″)
Connecting Rod Material: Ferrous
Journal Diameter: 45mm (1.77″)

CYLINDER HEAD
Material of Head: Aluminum
Port Configuration: Crossflow
No. Intake Ports: 4
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION
Make: NSU
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: NSU
Model: TT 1200

Class: C

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1589 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
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

SUSPENSION
Front Type: Independent—Coil Spring
Rear Type: Independent—Trailing Arm—Coil
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING
Make: NSU
Type: Rack & Pinion
No. of Turns (lock to lock): 3

FINAL DRIVE
Type: Bevel gear with transmission

ENGINE
Type: Four cylinder in line air cooled SOHC
(Number of cylinders, location, cooling, valve operation)
Bore: 75mm (2.953")
Stroke: 66.6mm (2.542")
Total Displacement: 1177 cc
Material of Block: Aluminum
Number of Main Bearings: 5
Journal Diameter: 52mm (2.05")
Connecting Rod Material: Ferrous
Journal Diameter: 45mm (1.77")

CYLINDER HEAD
Material of Head: Aluminum
Port Configuration: Crossflow
No. Intake Ports: 4
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION
Make: NSU
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: OLDSMOBILE
Model: Cutlass

Class: A

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 2800 lbs.
Wheelbase: 108.1"
Front Track: 67.98"
Rear Track: 67.98"

Wheel Diameter(s): 13/14/15
Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/remove
Rear: Glass

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

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:
Journal Diameter:

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

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
No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

ENGINES:	WEIGHT
260 V8, W-C, OHV, 3.5 x 3.39	3060 lbs.
305 V8, W-C, OHV, 3.74 x 3.48	3060 lbs.
350 V8, W-C, OHV, 4.00 x 3.90	3300 lbs.

Manufacturer: OLDSMOBILE
Model: Starfire

Class: A

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 3060 lbs.
Wheelbase: 97.0"
Front Track: 67.98"
Rear Track: 67.98"

Wheel Diameter(s): 13/14/15
Maximum Rim Width: 10.0

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/remove
Rear: Glass

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

ENGINE
Type: 8 cylinder V, water cooled, OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 3.74
Stroke: 3.48
Total Displacement: 305
Material of Block: Cast iron
Number of Main Bearings: 5
Journal Diameter:
Connecting Rod Material: Steel
Journal Diameter:

CYLINDER HEAD
Material of Head: Aluminum
Port Configuration: Crossflow
No. Intake Ports: 8
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

TRANSMISSION
Make: GM
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

ENGINES:	WEIGHT
231 V6, W-C, OHV 3.8 x 3.4	2800 lbs.

Class: B

Manufacturer: OPEL
Model: Rallye Kadet

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1897 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
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

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
Journal Diameter: 52mm (2.05")
Connecting Rod Material: Ferrous
Journal Diameter: 62mm (2.44")

CYLINDER HEAD
Material of Head: Cast iron
No. Intake Ports: 4
Port Configuration: Non-crossflow
No. Exhaust 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

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: Opel 1900, 51 & 53, 2 Dr. & 4 Dr.

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1897 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
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Glass/remove
Rear Quarter: N.A.
Rear: Glass/Plexiglass
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

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
Journal Diameter: 52mm (2.05")
Connecting Rod Material: Ferrous
Journal Diameter: 62mm (2.44")

CYLINDER HEAD
Material of Head: Cast iron
Port Configuration: Non-crossflow
No. Intake Ports: 4
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION

Make: Opel	Std.	Auto
No. of Forward Speeds:	4	5
No. of Reverse Speeds:	1	1

FLYWHEEL
Diameter: 11.56"

ALTERNATE SPECIFICATIONS:

Manufacturer: OPEL
Model: 1900 Sport Coupe Rallye 57 (R)

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1897 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
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

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
Journal Diameter: 52mm (2.05")
Connecting Rod Material: Ferrous
Journal Diameter: 62mm (2.44")

CYLINDER HEAD
Material of Head: Cast iron
Port Configuration: Non-crossflow
No. Intake Ports: 4
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

TRANSMISSION

Make: Opel	Std	ZF	Auto GM
No. of Forward Speeds:	4	5	3
No. of Reverse Speeds:	1	1	1

Injection Pump:

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: CHRYSLER
Model: Plymouth Cricket (4.door)

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1570 lbs.
Wheelbase: 98.0"
Front Track: 55.10"
Rear Track: 55.14"

Wheel Diameter(s): 13.0"
Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Glass/remove
Rear Quarter: None
Rear: Glass/Plexiglass
Rear Door: Glass/Plexiglass/Remove

SUSPENSION
Front Type: Independent—McPherson—Coil
Rear Type: Live Axle—Coil Spring
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING
Make: Burman or Cam Gears
Type: Rack & Pinion
No. of Turns (lock to lock): 3.66

FINAL DRIVE
Type: HyPoid

ENGINE
Type: Four cylinder inline water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 86mm (3.39")
Stroke: 64.2mm (2.53")
Total Displacement: 1498 cc
Material of Block: Cast iron
Number of Main Bearings: 5
Journal Diameter: 53.975mm (2.125")
Connecting Rod Material: Ferrous
Journal Diameter: 50.8mm (2.00")

CYLINDER HEAD
Material of Head: Cast iron
No. Intake Ports: 4
Port Configuration: Non-crossflow
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION
Make: Chrysler

	Std.	Alt.
No. of Forward Speeds:	4	3
No. of Reverse Speeds:	1	1

FLYWHEEL
Diameter: 11.0"

ALTERNATE SPECIFICATIONS:

Manufacturer: Chrysler
Model: 1968 Plymouth Barracuda

Class: A

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 3060 lbs.

Wheelbase:
Front Track: 67.98"
Rear Track: 67.98"

Wheel Diameter(s): 13/14/15
Maximum Rim Width: 10.0"

MATERIAL OF CHASIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/Remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

ENGINE
Type: V8 water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore:
Stroke:
Total Displacement:
Material of Block: Cast iron
Number of Main Bearings: 5
Journal Diameter:
Connecting Rod Material:
Journal Diameter:

CYLINDER HEAD
Material of Head: Cast iron
No. Intake Ports: 8
Fort Configuration: Crossflow
No. Exhaust 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

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:

Manufacturer: CHRYSLER
Model: 1969 Plymouth Barracuda

Class: A

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 3060 lbs.

Wheelbase:
Front Track: 67.98
Rear Track: 67.98

Wheel Diameter(s): 13/14/15
Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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:

ENGINE
Type: V-8 water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore:
Stroke:
Total Displacement:
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

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:

Manufacturer: CHRYSLER
Model: Plymouth AAR 'Cuda

Class: A

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 3060 lbs.
Wheelbase: 108.0"
Front Track: 67.87"
Rear Track: 67.98"

Wheel Diameter(s): 13/14/15
Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Fiberglass
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Safety Glass/Plexiglass
Rear: Safety Glass/Plexiglass

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

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
Journal Diameter: 63.5mm (2.5")
Connecting Rod Material:
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

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	Std.	Auto.
No. of Forward Speeds:	4	3
No. of Reverse Speeds:	1	1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: PLYMOUTH
Model: Horizon

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1836 lbs.
Wheelbase: 99.2"
Front Track: 57.16"
Rear Track: 56.75"

Wheel Diameter(s): 13"
Maximum Rim Width: 7"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

SUSPENSION
Front Type: McPherson—Coil
Rear Type: Semi-independent Trailing Arm—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

FINAL DRIVE
Type: Trans Axle

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
Journal Diameter: 2.12"
Connecting Rod Material: Steel forged
Journal Diameter: 1.81"

CYLINDER HEAD
Material of Head: Aluminum
No. Intake Ports: 4
Port Configuration: Non-crossflow
No. Exhaust 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

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:

Manufacturer: PLYMOUTH
Model: Volare

Class: A

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 3300 lbs.
Wheelbase: 108.7"
Front Track: 67.98"
Rear Track: 67.98"

Wheel Diameter(s): 13/14/15
Maximum Rim Width: 10"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/remove
Rear: Glass

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

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
Journal Diameter: 2.81"
Connecting Rod Material: Steel
Journal Diameter: 2.125"

CYLINDER HEAD
Material of Head: Cast iron
Port Configuration: Crossflow
No. Intake Ports: 8
No. Exhaust 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

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 3.91 x 3.31

WEIGHT
3060 lbs.

Manufacturer: PONTIAC
Model: GTO—1964

Class: A

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 3060 lbs.
Wheelbase: 115.0"
Front Track: 67.98"
Rear Track: 67.98"

Wheel Diameter(s): 13/14/15"
Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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: Recirculating Ball
No. of Turns (lock to lock): 3.5

FINAL DRIVE
Type: HyPoid

ENGINE
Type: V-8 water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 102.9mm
Stroke: 95.1mm
Total Displacement: 6410 cc
Material of Block: Cast iron
Number of Main Bearings: 5
Journal Diameter: 76.2mm
Connecting Rod Material:
Journal Diameter: 57.15

CYLINDER HEAD
Material of Head: Cast iron
Port Configuration: Crossflow
No. Intake Ports: 8
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

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:

Manufacturer: PONTIAC
Model: Firebird Trans-Am 1970

Class: A

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 3060 lbs.
Wheelbase: 108.0"
Front Track: 67.98"
Rear Track: 67.98"

Wheel Diameter(s): 13/14/15
Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

ENGINE
Type: V-8 water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 104.7mm (4.120")
Stroke: 95.25mm (3.746")
Total Displacement: 400 cid
Material of Block: Cast iron
Number of Main Bearings: 5
Journal Diameter: 76.2mm (3.00")
Connecting Rod Material:
Journal Diameter: 57.2mm (2.25")

CYLINDER HEAD
Material of Head: Cast iron
No. Intake Ports: 8
Port Configuration: Crossflow
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION

Make: GM	Std.	Auto
No. of Forward Speeds:	4	1
No. of Reverse Speeds:	1	1

FLYWHEEL
Diameter: 11.56"

ALTERNATE SPECIFICATIONS:
Block—979 9915 Hood 481845/479 672
Head—979 9614 T/A Spoilers
Cylinder Head—7701459782

Manufacturer: PONTIAC
Model: Sunbird

Class: A

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 3060 lbs.
Wheelbase: 97.0"
Front Track: 67.98"
Rear Track: 67.98"

Wheel Diameter(s): 13/14/15"
Maximum Rim Width: 10"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

SUSPENSION
Front Type: Independent—Coil Spring
Rear Type: Torque Arm & Trailing Lower Control Arm
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

FINAL DRIVE
Type: HyPoid

ENGINE
Type: 8 cylinder V, water cooled, OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 3.736"
Stroke: 3.48"
Total Displacement: 305
Material of Block: Cast iron
Number of Main Bearings: 5
Journal Diameter: 2.448"
Connecting Rod Material: Steel
Journal Diameter: 2.100"

CYLINDER HEAD
Material of Head: Cast iron
Port Configuration: Crossflow
No. Intake Ports: 8
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION
Make: GM
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:
ENGINE:
231 V6, W-C, OHV 3.8 x 3.4

WEIGHT
2800 lbs.

Manufacturer: PONTIAC
Model: Le Mans and Grand Am

Class: A

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 3060 lbs.
Wheelbase: 108.0"
Front Track: 67.98"
Rear Track: 67.98"

Wheel Diameter(s): 13/14/15
Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass

SUSPENSION
Front Type: Independent—Coil Spring
Rear Type: Four Bar 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): 5.6

FINAL DRIVE
Type: HyPoid

ENGINE
Type: 8 cylinder V, water cooled, OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 4.00"
Stroke: 3.00"
Total Displacement: 301 cid
Material of Block: Cast iron
Number of Main Bearings: 5
Journal Diameter: 3.00"
Connecting Rod Material: Steel
Journal Diameter: 2.25"

CYLINDER HEAD
Material of Head: Cast iron
Port Configuration: Crossflow
No. Intake Ports: 8
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

TRANSMISSION
Make: GM
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

ENGINES:	WEIGHT
231 V6, W-C, OHV 3.8 x 3.4	2800 lbs.
305 V8, W-C, OHV 3.74 x 3.48	3060 lbs.

Manufacturer: RENAULT
Model: 5 (R-1228)

Class: C

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1572 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
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

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
Journal Diameter: 43.96mm (1.73")
Connecting Rod Material: Ferrous
Journal Diameter: 54.8mm (2.16")

CYLINDER HEAD
Material of Head: Aluminum
No. Intake Ports: 4
Port Configuration: Non-crossflow
No. Exhaust 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

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

Manufacturer: Renault
Model: R8-P-1130 & 1132

Class: C

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1243 lbs.—953 cc
1440 lbs.—1108 cc

Wheelbase: 99.4"
Front Track: 53.05"
Rear Track: 51.80"

Wheel Diameter(s): 13/15 inches
Maximum Rim Width: 6.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Glass/Remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass
Rear Door: Glass/Plexiglass/Remove

SUSPENSION
Front Type: Independent—Coil Spring
Rear Type: Independent—Coil Spring*
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING
Make: Renault
Type: Rack & Pinion
No. of Turns (lock to lock): 3.6

FINAL DRIVE
Type: Conical Couple

ENGINE
Type: Four cylinder inline water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 65 mm (956)/70mm (1108)
Stroke: 72mm (2.84")
Total Displacement: 956cc/1108cc
Material of Block: Cast iron
Number of Main Bearings: 5
Journal Diameter: 46mm (1.81")
Connecting Rod Material: Ferrous
Journal Diameter: 44mm (1.73")

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

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
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: RENAULT
Model: R1132 R-8 Major

Class: C

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1440 lbs.
Wheelbase: 89.4"
Front Track: 53.05"
Rear Track: 51.80"

Wheel Diameter(s): 15.0"
Maximum Rim Width: 6.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass
Rear Door Window: Glass/Plexiglass/Remove

SUSPENSION
Front Type: Independent—Coil Spring
Rear Type: Independent—Coil Spring
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING
Make: Renault
Type: Rack & Pinion
No. of Turns (lock to lock): 3.6
Conical Couple

FINAL DRIVE
Type:

ENGINE
Type: Four cylinder inline water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 70mm (2.76")
Stroke: 72mm (2.84")
Total Displacement: 1108 cc
Material of Block: Cast iron
Number of Main Bearings: 5
Journal Diameter: 46mm (1.81")
Connecting Rod Material: Ferrous
Journal Diameter: 44mm (1.73")

CYLINDER HEAD
Material of Head: Aluminum
No. Intake Ports: 4
Port Configuration: Non-crossflow
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION
Make: Renault Std.
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: RENAULT
Model: R1135 R8 Gordini

Class: C

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1669 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
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass
Read Door Window: Glass/Plexiglass/Remove

SUSPENSION
Front Type: Independent—Coil Spring
Rear Type: Independent—Coil Spring
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING
Make: Renault
Type: Rack & Pinion
No. of Turns (lock to lock): 3.2

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
Journal Diameter: 46mm (1.81")
Connecting Rod Material: Ferrous
Journal Diameter: 44mm (1.73")

CYLINDER HEAD
Material of Head: Aluminum
Port Configuration: Crossflow
No. Intake Ports: 4
No. Exhaust 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

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:

Manufacturer: RENAULT
Model: 12 (1172)

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1440 lbs. 1565 cc
1515 lbs. 1647 cc

Wheelbase: 96.0"
Front Track: 54.59"
Rear Track: 54.59"

Wheel Diameter(s): 13 0"
Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass
Rear Door: Glass/Plexiglass/Remove

SUSPENSION
Front Type: Independent—Coil Spring
Rear Type: Independent—Coil Spring
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING
Make: Renault
Type: Rack & Pinion
No. of Turns (lock to lock): 3.5

FINAL DRIVE
Type: HyPoid—integral w/transmission

ENGINE
Type: Four cylinder inline water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 77mm (1565)/79mm (1647)
Stroke: 84mm (3.31")
Total Displacement: 1565 cc/1647 cc
Material of Block: Aluminum
Number of Main Bearings: 5
Journal Diameter: 54.8mm (2.16")
Connecting Rod Material: Ferrous
Journal Diameter: 48mm (1.89")

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

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: 11.75"

ALTERNATE SPECIFICATIONS:
Engine Type 821

Manufacturer: RENAULT
Model: 17 TS (R1313)

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1645 lbs.
Wheelbase: 96.0"
Front Track: 55,83
Rear Track: 55,83"

Wheel Diameter(s): 13.0"
Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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: Renault
Type: Rack & Pinion
No. of Turns (lock to lock): 3.5

FINAL DRIVE
Type: HyPoid

ENGINE
Type: Four cylinder inline water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 77mm (3.03")
Stroke: 84mm (3.31")
Total Displacement: 1565 cc
Material of Block: Aluminum
Number of Main Bearings: 5
Journal Diameter: 54.8mm (2.16")
Connecting Rod Material: Ferrous
Journal Diameter: 48mm (1.89")

CYLINDER HEAD
Material of Head: Aluminum
No. Intake Ports: 4
Port Configuration: Crossflow
No. Exhaust 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

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: 298mm (11.73")

ALTERNATE SPECIFICATIONS:

Manufacturer: ROOTEES/HILLMAN
Model: Sunbeam IMP/Singer Chamois

Class: C

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1155 lbs.
Wheelbase: 82.0"
Front Track: 53.56"
Rear Track: 51.50"

Wheel Diameter(s): 12/13"
Maximum Rim width: 6.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel/Added Flares
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

SUSPENSION
Front Type: Independent—Swing Axle—Coil
Rear Type: Independent—Trailing Arm—Coil
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING
Make: Rootees
Type: Rack & Pinion
No. of Turns (lock to lock): 2.625

FINAL DRIVE
Type: HyPoid

ENGINE
Type: Four cylinder inline water cooled SOHC
(Number of cylinders, location, cooling, valve operation)
Bore: 68mm (2.677")
Stroke: 60.375mm (2.377")
Total Displacement: 875 cc
Material of Block: Aluminum
Number of Main Bearings: 3
Journal Diameter: 47.62mm (1.875")
Connecting Rod Material: Ferrous
Journal Diameter: 47.62mm (1.875")

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

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: Rootees
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:
Radiator in front or rear

Class: B

Manufacturer: SAAB
Model: Sedan V4—1498

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1453 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
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

ENGINE
Type: V-4 water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 90mm (3.54")
Stroke: 58.9mm (2.32")
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

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: SAAB
Model: Sedan V-4—1698

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1647 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
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

FINAL DRIVE
Type: Bevel Geal

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
Journal Diameter: 57mm (2.24")
Connecting Rod Material: Ferrous
Journal Diameter: 54mm (2.13")

CYLINDER HEAD
Material of Head: Cast iron
No. Intake Ports: 4
Port Configuration: Crossflow
No. Exhaust 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

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: SAAB
Model: 96 Sedan

Class: C

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1120 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
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

ENGINE
Type: Three cylinder inline water cooled two stroke
(Number of cylinders, location, cooling, valve operation)
Bore: 70mm (2.76")
Stroke: 72.9m (2.87")
Total Displacement: 842 cc
Material of Block: Cast iron
Number of Main Bearings: 4
Connecting Rod Material:

Journal Diameter: 72/35mm Ball Bearing
Journal Diameter: 40/28mm Roller Bearing

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

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: SAAB
Model: 99E, CM, LE, EMS, GL

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1984 lbs. 1854 cc
2124 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
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Glass/remove
Rear Quarter: Safety Glass/Plexiglass
Rear: Safety Glass/Plexiglass

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

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
Journal Diameter: 54mm/58mm
Connecting Rod Material: Ferrous
Journal Diameter: 48mm/52mm

CYLINDER HEAD
Material of Head: Aluminum
No. Intake Ports: 4
Port Configuration: Crossflow
No. Exhaust 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

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: Turbo

Class: A

is recognized by the SCCA as being eligible to compete in the Sedan 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
Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass

SUSPENSION
Front Type: Independent—Coil Spring
Rear Type: Bean Axle—Coil
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING
Make:
Type: Rack & Pinion
No. of Turns (lock to lock): 3.4

FINAL DRIVE
Type: Trans Axle

ENGINE
Type: 4 cylinder inline water cooled SOHC
(Number of cylinders, location, cooling, valve operation)
Bore: 90mm (3.54")
Stroke: 78mm (3.07")
Total Displacement: 1985 cc 121
Material of Block: Cast iron
Number of Main Bearings: 5
Journal Diameter: 58mm (Shell)
Connecting Rod Material: Steel
Journal Diameter: 52mm (Shell)

CYLINDER HEAD
Material of Head: Aluminum
Port Configuration: Crossflow
No. Intake Ports: 4
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make: Bosch
Location & Type of Air Throttle: FT of Manifold

TRANSMISSION
Make: SAAB
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

Injection Pump: K-Jefronic (CIS)

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: SIMCA
Model: 1000 Type SD

Class: C

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1227 lbs.
Wheelbase: 87.4"
Front Track: 52.74"
Rear Track: 52.12"

Wheel Diameter(s): 12.0"
Maximum Rim Width: 6.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass
Rear Door: Glass/Plexiglass/remove

SUSPENSION
Front Type: Independent—Transverse Leaf
Rear Type: Independent—Trailing Arm—Coil
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING
Make: Gemmer
Type: Worm & Roller
No. of Turns (lock to lock): 3.25

FINAL DRIVE
Type: Boite-Bond—integral w/Trans.

ENGINE
Type: Four cylinder in line water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 68mm (2.677")
Stroke: 65mm (2.559")
Total Displacement: 944 cc
Material of Block: Cast iron
Number of Main Bearings: 5
Journal Diameter: 47.93mm (1.89")
Connecting Rod Material: Ferrous
Journal Diameter: 38.01mm (1.50")

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

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: Simca
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: TOYO KOGYO
Model: Mazda RX-2

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver):* 2292 lbs.
Wheelbase: 97.25"
Front Track: 57.73"
Rear Track: 57.73"

Wheel Diameter(s): 13.0"
Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel/Additional Flare
Rear Fenders: Steel/Additional Flare
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

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 × 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION

Make: Toyo Kogyo	Std.	Alt.
No. of Forward Speeds:	4	5
No. of Reverse Speeds:	1	1

FLYWHEEL
Diameter: 11.78"

ALTERNATE SPECIFICATIONS:
Rotor Housing—Peripheral intake port

Note: Restricator 32mm peripheral port engine
*Reduce 50 lbs. for side port

Manufacturer: TOYO KOGYO
Model: Mazda RX-3

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver):* 2292 lbs.
Wheelbase: 90.0"
Front Track: 55.31"
Rear Track: 54.90"

Wheel Diameter(s): 13.0"
Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel/Additional Flare
Rear Fenders: Steel/Additional Flare
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

ENGINE
Type: 2 Rotor Rotary Piston water cooled
(Number of cylinders, location, cooling, valve operation)
Bore: 573 × 2 = 1146 cc
Stroke:
Total Displacement: 1146 cc × 2 = 2292 cc
Material of Block: Aluminum
Number of Main Bearings: 2
Connecting Rod Material:

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:

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:
Rotor Housing—Perpheral intake port
Note: Restricator 32mm peripheral port engine
*Reduce 50 lbs. for side port

Class: B

Manufacturer: TOYOTA
Model: Carina 1600

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1667 lbs.

Wheelbase: 95.5"
Front Track: 55.62"
Rear Track: 55.36"

Wheel Diameter(s): 13.0"
Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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: Toyota
Type: Recirculating Ball
No. of Turns (lock to lock): 3.3

FINAL DRIVE
Type: HyPoid

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
Journal Diameter: 57.9mm (2.28")
Connecting Rod Material: Ferrous
Journal Diameter: 48mm (1.89")

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:

Injection Pump:

TRANSMISSION

Make: Toyota	Std.	Alt.
No. of Forward Speeds:	4	5
No. of Reverse Speeds:	1	1

FLYWHEEL
Diameter: 11.64"

ALTERNATE SPECIFICATIONS:

Manufacturer: TOYOTA
Model: Celica ST, LT, GT (including Hatchback)

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 2044 lbs. 1858 cc
2165 lbs. 1968 cc
2517 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
Front Fenders: Steel/Fiberglass Flare
Rear Fenders: Steel/Fiberglass Flare
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

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
Journal Diameter: 60mm (2.36")
Connecting Rod Material: Ferrous
Journal Diameter: 53mm (2.09")

CYLINDER HEAD
Material of Head: Cl(1858&1968)Alum(2189)
Port Configuration: Non-crossflow (1858 & 1968) Crossflow (2189)

No. Intake Ports: 4
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION

Make: Toyota	Std.	Alt.
No. of Forward Speeds:	4	5
No. of Reverse Speeds:	1	1

FLYWHEEL
Diameter: 11.62"

ALTERNATE SPECIFICATIONS:

Manufacturer: TOYOTA
Model: Corolla 1100

Class: C

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1400 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
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

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
Journal Diameter: 50mm (1.97")
Connecting Rod Material: Ferrous
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

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.	Auto
No. of Forward Speeds:	4	2
No. of Reverse Speeds:	1	1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: TOYOTA
Model: Corolla 1200

Class: C

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1516 lbs.
Wheelbase: 90.0"/91.93"
Front Track: 53.56"
Rear Track: 52.53"

Wheel Diameter(s): 12/13"
Maximum Rim Width: 6.9"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

ENGINE
Type: Four cylinder in line water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 75mm (2.96")
Stroke: 66mm (2.60")
Total Displacement: 1166 cc
Material of Block: Cast iron
Number of Main Bearings: 5
Journal Diameter: 50mm (1.97")
Connecting Rod Material: Ferrous
Journal Diameter: 45mm (1.77")

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

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 1600 SR-5

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1667 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
Front Fenders: Steel/Fiberglass/Flares
Rear Fenders: Steel/Additional Flares
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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:

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
Journal Diameter:
Connecting Rod Material: Cast iron
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
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:

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: Corona Mark II

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 2044 lbs.
Wheelbase: 98.8"
Front Track: 56.34"
Rear Track: 56.14"

Wheel Diameter(s): 13.0"
Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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): 3.75

FINAL DRIVE
Type: HyPoid

ENGINE
Type: Four cylinder inline water cooled SOHC
(Number of cylinders, location, cooling, valve operation)
Bore: 86mm (3.38")
Stroke: 80mm (3.15")
Total Displacement: 1858 cc
Material of Block: Cast iron
Number of Main Bearings: 5
Journal Diameter: 60mm (2.36")
Connecting Rod Material: Ferrous
Journal Diameter: 53mm (2.09")

CYLINDER HEAD
Material of Head: Cast iron
Port Configuration: Non-crossflow
No. Intake Ports: 4
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION

Make: Aisin	Std.	Alt.
No. of Forward Speeds:	4	5
No. of Reverse Speeds:	1	1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: TOYOTA
Model: Corona Sedan, Hardtop & SR-5

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 2517 lbs.
Wheelbase: 98.4"
Front Track: 56.91"
Rear Track: 55.88"

Wheel Diameter(s): 13/14"
Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Safety Glass/remove
Rear Quarter: Safety Glass/Plexiglass
Rear: Safety Glass/Plexiglass

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):

FINAL DRIVE
Type: HyPoid

ENGINE
Type: Four cylinder inline water cooled SOHC
(Number of cylinders, location, cooling, valve operation)
Bore: 88.5mm (3.48")
Stroke: 89mm (3.50")
Total Displacement: 2189 cc
Material of Block: Cast iron
Number of Main Bearings: 5
Journal Diameter: 60mm (2.36")
Connecting Rod Material: Ferrous
Journal Diameter: 53mm (2.09")

CYLINDER HEAD
Material of Head: Aluminum
No. Intake Ports: 4
Port Configuration: Crossflow
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION
Make: Aisin

	Std.	Alt.
No. of Forward Speeds:	4	5
No. of Reverse Speeds:	1	1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: TOYOTA
Model: Celica Sport Coupe GT & ST & Liftback GT

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 2518 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
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

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
Journal Diameter: 2.362"
Connecting Rod Material: Steel
Journal Diameter: 2.087

CYLINDER HEAD
Material of Head: Aluminum
Port Configuration: Crossflow
No. Intake Ports: 4
No. Exhaust 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

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 Sport Coupe & Liftback

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1825 lbs.
Wheelbase: 93.3"
Front Track: 53.56"
Rear Track: 54.17"

Wheel Diameter(s): 13"
Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel
Deck Lid: Steel

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

SUSPENSION
Front Type: McPherson—Coil
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):

FINAL DRIVE
Type: HyPoid

ENGINE
Type: 4 cylinder inline, water cooled, OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 85mm
Stroke: 70mm
Total Displacement: 1588 cc
Material of Block: Cast iron
Number of Main Bearings: 5
Connecting Rod Material: Steel

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

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: VOLVO
Model: P-544

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1778 lbs. 1778 cc
1986 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
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

SUSPENSION
Front Type: Independent—Coil Spring
Rear Type: Live Axle—Torsion Bar
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING
Make: Volvo
Type:
No. of Turns (lock to lock):

FINAL DRIVE
Type: HyPoid

ENGINE
Type: Four cylinder inline water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 84.14mm (1778)/88.9mm (1986)
Stroke: 80mm (3.15")
Total Displacement: 1778cc/1986cc
Material of Block: Cast iron
Number of Main Bearings: 5
Journal Diameter: /63.45mm
Connecting Rod Material: Ferrous
Journal Diameter: /54.1mm

CYLINDER HEAD
Material of Head: Cast iron
Port Configuration: Non-crossflow
No. Intake Ports: 4
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION
Make: Volvo
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: VOLVO
Model: 122S

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1986 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
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

ENGINE
Type: Four cylinder inline water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 88.9mm (3.5")
Stroke: 80mm (3.15")
Total Displacement: 1986 cc
Material of Block: Cast iron
Number of Main Bearings: 5
Journal Diameter: 63.45mm (2.50")
Connecting Rod Material: Ferrous
Journal Diameter: 54.1mm (2.13")

CYLINDER HEAD
Material of Head: Cast iron
Port Configuration: Non-crossflow
No. Intake Ports: 4
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION
Make: Volvo (M40)
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:
Front axle corss member
Front lower wishbone
Overdrive

Manufacturer: VOLVO
Model: 142S + 142E

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1986 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
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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 and Roller
No. of Turns (lock to lock): 4.1

FINAL DRIVE
Type: HyPoid

ENGINE
Type: Four cylinder inline water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 88.9mm (3.5")
Stroke: 80mm (3.15")
Total Displacement: 1986 cc
Material of Block: Cast iron
Number of Main Bearings: 5
Journal Diameter: 63.45mm (2.50")
Connecting Rod Material: Ferrous
Journal Diameter: 54.1mm (2.13")

CYLINDER HEAD
Material of Head: Cast iron
No. Intake Ports: 4
Port Configuration: Non-crossflow
No. Exhaust 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

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

Manufacturer: VOLVO
Model: 242/244DL

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 2285 lbs. 1986 cc
2446 lbs. 2127 cc

Wheelbase: 104.0
Front Track: 59.74"
Rear Track: 56.85"

Wheel Diameter(s): 14.0"
Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Safety Glass/remove
Rear Quarter: Safety Glass/Plexiglass
Rear: Safety Glass/Plexiglass

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

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
Journal Diameter: 63.45mm (2.50")
Connecting Rod Material: Ferrous
Journal Diameter: 54.1mm (2.13")

CYLINDER HEAD
Material of Head: Cast iron/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

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

Injection Pump: Bosch

TRANSMISSION
Make: Volvo
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter: 11.5"

ALTERNATE SPECIFICATIONS:

Manufacturer: VOLKSWAGEN
Model: VW 1300 1965/66

Class: C

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1619 lbs.—Siamese
1670 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
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

ENGINE
Type: Four cylinder horizontally opposed air cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 77mm (3.03") Stroke: 69mm (2.72")
Total Displacement: 1285 cc
Material of Block: Aluminum
Number of Main Bearings: 4 Journal Diameter: 55mm (2.17")
Connecting Rod Material: Steel Journal Diameter: 55mm (2.17")

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

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: VW
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: VOLKSWAGEN
Model: VW 1200—1967

Class: C

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1670 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
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

ENGINE
Type: Four cylinder horizontally opposed air cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 77mm (3.03″)
Stroke: 69mm (2.72″)
Total Displacement: 1285 cc
Material of Block: Aluminum
Number of Main Bearings: 4
Journal Diameter: 55mm (2.17″)
Connecting Rod Material: Steel
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

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: VW
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: VOLKSWAGEN
Model: VW1500/1600

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1493 lbs.—1493 cc
1584 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
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

ENGINE
Type: Four cylinder horizontally opposed air cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 83mm (1500)/85mm (1600)
Stroke: 69mm (2.72")
Total Displacement: 1493 cc/1584 cc
Material of Block: Aluminum
Number of Main Bearings: 4
Journal Diameter: 55mm (2.17")
Connecting Rod Material: Ferrous
Journal Diameter:

CYLINDER HEAD
Material of Head: Aluminum
No. Intake Ports: 4
Port Configuration: Non-crossflow
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION
Make: VW
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: VOLKSWAGEN
Model: VW 1600—1970 and later

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1584 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
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Glass/remove
Rear Quarter: Glass/Plexiglass
Rear: Glass/Plexiglass

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

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
Journal Diameter: 55mm (2.17")
Connecting Rod Material: Ferrous
Journal Diameter:

CYLINDER HEAD
Material of Head: Aluminum
No. Intake Ports: 4
Port Configuration: Non-crossflow
No. Exhaust 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

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION
Make: VW
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: VOLKSWAGEN
Model: VW Scirocco & VW Rabbit

Class: B

is recognized by the SCCA as being eligible to compete in the Sedan Category.

Minimum weight (as qualified or raced, without driver): 1500 lbs. 1471 cc
1600 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
Front Fenders: Steel/Fiberglass
Rear Fenders: Steel
Coachwork: Steel
Doors: Steel
Hood: Steel/Fiberglass
Deck Lid: Steel/Fiberglass

WINDOWS
Door: Safety Glass/remove
Rear Quarter: Safety Glass/Plexiglass
Rear: Safety Glass/Plexiglass

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

ENGINE
Type: Four cylinder inline water cooled, SOHC, front drive
(Number of cylinders, location, cooling, valve operation)
Bore: 76.5mm (1471)/79.5mm (1588)
Stroke: 80mm (3.15")
Total Displacement: 1471cc/1588 cc
Material of Block: Cast iron
Number of Main Bearings: 5
Journal Diameter: 54mm (2.13")
Connecting Rod Material: Ferrous
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

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: VW
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

★★

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1979
SHOWROOM STOCK SPECIFICATIONS

Sports Car Club of America, Inc.
P. O. Box 22476
Denver, Colorado 80222

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SHOWROOM STOCK SPECIFICATIONS

1979 EDITION

Sports Car Club of America, Inc.
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FOREWORD

Effective January 1, 1979, 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, and to promulgate special rules in emergency.

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NOTICE

The 1978 car Specifications are to the best information available at time of completion. Any misinformation found in the edition will be up-dated when reliable specifications are available.

INTRODUCTION

These specifications are presented as an adjunct to your Factory Shop Manual. They are not meant to supersede the information that is in your manual that legitimately applies to your make, model and year of car, except as regards tires and performance equipment. Voids or mistakes that may occur in the SSS do not allow you to change your vehicle to conform to the SSS.

Ride heights specified in the SSS will be used as a guideline only. If there is a discrepancy, more detailed inspection may be necessary.

Vehicle weight listed in the SSS is the curb weight, less gas. Therefore, as a practical matter, we should find that the weight shown on the scales at the end of the race would be from 50 to 100 pounds more than the SSS shows, because of the installation of the roll bar and other safety equipment. If there is a discrepancy, more detailed inspection may be necessary.

No interchange or updating or backdating of parts or specifications between models or model years is permitted.

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1979
SHOWROOM STOCK SPECIFICATIONS
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Manufacturer: Alfa Romeo
Model: Alfetta (4 Door) '76-'78

Class: SSB

ENGINE

Bore x Stroke	84.0mm x 88.5mm
Capacity	1962 cc/120 CID
Compression Ratio	9.0:1
Valve Head Dia:	
Intake	1.738
Exhaust	1.581
Spark Plug	Lodge HL or 2 HL
Induction System	Spica Injection
	Four Air Throttle in inlet manifold 1.57" Dia.

NOTE: Valve grind angles, single 30° seat or a 30° seat plus 60° relief cut

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.
1.	3.30
2.	2.00
3.	1.37
4.	1.04
5.	0.83

Final Drive Ratio(s): 4.10:1

CHASSIS

Wheelbase ..... 98.8 Track: Front: 53.5 Rear: 53.4
Wheel: Diameter: 14 Rim Width: 5.5 Mat'l: Steel

Tire Size:
Delivered 165-14
Replacement Sizes ..... HR/SR 165-14; 6.45-14

Spring Specifications:
Front: Torsion: 0.775 Dia.

Rear: Coil: 0.525 Dia.

Sway Bar(s) Diameter(s): Front: 0.865 Rear: 0.785
°Camber: 20′ ± 30′ °Caster: 4 30′ ± 30′

Ride Height: Fender to wheel centerline: FR 15.9 RR 15.6

BRAKES	Type	Diameter	Width (Drum Brakes)
Front:	Disc	10.27	
Rear:	Disc	9.80	

WEIGHT: 2529 lbs.

OPTIONAL EQUIPMENT

Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Alfa Romeo
Model: Alfetta GT '76-'78

Class: SSB

ENGINE In Line 4 Cyl. DOHC

Bore x Stroke	84.0 x 88.5mm
Capacity	1962cc/120 CID
Compression Ratio	9.0:1
Valve Head Dia:	
Intake	1.738
Exhaust	1.581
Spark Plug	Lodge HL or 2 HL
Induction System	Spica Injection. 4 Air Throttles 1.57 Dia.

NOTE: Valve grind angles, single 30° seat or a 30° seat plus 60° relief cut

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.
1.	3.30
2.	2.00
3.	1.37
4.	1.04
5.	0.83

Final Drive Ratio(s): 4.10:1

CHASSIS

Wheelbase ..... 94.5 Track: Front: 53.5 Rear: 53.5
Wheel: Diameter: 14 Rim Width: 5.5 Mat'l: Steel

Tire Size:
Delivered 185/70-14
Replacement Sizes ..... HR/SR 185/70-14; C70, CR 70-14

Spring Specifications:
Front: Torsion .770

Rear: Coil .485

Sway Bar(s) Diameter(s): Front: 0.70 Rear: 0.782
°Camber: 20′ ± 30′ °Caster: 4 30′ ± 30′

Ride Height: Fender to Wheel Centerline: FR 16.2 RR 13.0

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	10.27	
Rear:	Disc	9.84	

WEIGHT: 2540 lbs.

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.
Front Spoiler is standard.

All dimensions in inches unless otherwise specified

Manufacturer: Alfa Romeo Class: SSA
Model: Alfa Romeo Spider 2000

ENGINE In Line 4 Cyl. DOHC

Bore x Stroke	84.0 x 88.5mm
Capacity	1962cc/120 CID
Compression Ratio	9.0:1
Valve Head Dia:	
Intake	1.738
Exhaust	1.581
Spark Plug	Golden Lodge HL or 2 HL
Induction System	Spica Injection. Air Throttles 1.57" x 4

NOTE: valve grind angles, single 30° seat or a 30° seat plus 60° relief cut

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): 4.55:1 20% limited slip differential is standard

CHASSIS

Wheelbase ..... 88.6 Track: Front: 52.1 Rear: 50.1
Wheel: Diameter: 14 Rim Width: 5.5 Mat'l: Cast Mag.

Tire Size:
Delivered..... 165-14
Replacement Sizes..... HR/SR 165-14; 6.45-14

Spring Specifications:
Front: Coil: 0.470.

Rear: Coil: 0.470.

Sway Bar(s) Diameter(s): Front: 0.940 Rear: 0.550
°Camber: 20′ ± 30′ °Caster: 1 30′ ± 30′

Ride Height: Fender to wheel centerline: FR 12.8 RR 12.3

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	10.7	
Rear:	Disc	10.5	

WEIGHT; '76 2269 lbs., '77-'78 2378 lbs.

OPTIONAL EQUIPMENT
Appearance options.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Alfa Romeo Class: SSA
Model: Sports Sedan ('77, '78 4 Door)

ENGINE 4 Cyl. DOHC

Bore x Stroke	84.0 x 88.5mm
Capacity	1962 cc/120 CID
Compression Ratio	9.0:1
Valve Head Dia:	
Intake	1.738
Exhaust	1.581
Spark Plug	Lodge HL or 2 HL
Induction System	Spica Injection
	Four Air Throttles in inlet manifold 1.57" Dia.

NOTE: Valve grind angles, single 30° seat or a 30° seat plus 60° relief cut

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.
1.	3.30
2.	2.00
3.	1.37
4.	1.04
5.	0.83

Final Drive Ratio(s): 4.10:1

CHASSIS

Wheelbase	98.8	Track: Front: 53.5	Rear: 53.4
Wheel: Diameter:	14	Rim Width: 5.5	Mat'l: Steel

Tire Size:
Delivered 165-14
Replacement Sizes HR/SR 165-14; 6.45-14

Spring Specifications:
Front: Torsion: 0.775 Dia.

Rear: Coil: 0.525 Dia.

Sway Bar(s) Diameter(s): Front: 0.865 Rear: 0.785
°Camber: 20′ ± 30′ °Caster: 4 30′ ± 30′

Ride Height: Fender to wheel centerline: FR 15.9 RR 15.6

BRAKES	Type	Diameter	Width (Drum Brakes)
Front:	Disc	10.27	
Rear:	Disc	9.80	

WEIGHT: 2529 lbs. ('77), 2549 lbs. ('78)

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: AMC
Model: Gremlin "X" 304, '76

Class: SSB

ENGINE 8 Cyl. V-8 OHV

Bore x Stroke	3.75 x 3.44
Capacity	304 CID
Compression Ratio	8.4:1
Valve Head Dia:	
Intake	1.782 - 1.792
Exhaust	1.401 - 1.411
Spark Plug	N-12Y
Induction System	'76: 1-2B Motorcraft 6 DM2 - 1.56 Dia.

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Tremec T 150 - '72

1.	2.90
2.	1.750
3.	1.000
4.	
5.	

Final Drive Ratio(s): 3.15:1

CHASSIS

Wheelbase ..... 96.0 Track: Front: 57.5 Rear: 57.1
Wheel: Diameter: 14 Rim Width: 6.0 Mat'l: Steel

Tire Size:

Delivered	6.95-14
Replacement Sizes	SR/HR 175-14

Spring Specifications:
Front: Heavy Duty: Spring Rate 225/248 #/in. At wheel 94/101

Rear: Hotchkiss - Length x width: 46 x 2.5 3.5 Leaves

Sway Bar(s) Diameter(s): Front: 0.94 Rear: None
°Camber: Left 1/8 to 5/8.. Right to½ °Caster: 0 ± ½

Ride Height: Fender to Wheel Centerline: FR 15.5 RR 15.3

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Drum	10	2.5
Rear:	Drum	10	1.75

WEIGHT: 2855 lbs.

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: AMC Class: SSC
Model: (Single Carb.) & Gremlin "X" (2 BBL. 3 Speed) 258 '76, '77

ENGINE In Line 6 Cyl. OHV

Bore x Stroke	3.75 x 3.90
Capacity	258 CID
Compression Ratio	8.0:1, '77; 8.05:1,
Valve Head Dia:	
Intake	1.782 to 1.792
Exhaust	1.401 to 1.411
Spark Plug	N-12Y
Induction System	.76 - Carter YF 7112/7086 1-1B, 1.65 Dia.
	.77 - Carter BBD 8104 1-2V. 1.44 Dia.

Gremlin "X": Carter BBD - 8073 1-2B 1.44 Dia.

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	T-150	'78
1.	2.990	3.50
2.	1.750	2.21
3.	1.000	1.43
4.		1.00
5.		

Final Drive Ratio(s): 2.73 California 3.08:1; '78, 2.53:1

CHASSIS

Wheelbase ..... 96.0 Track: Front: 57.5 '77, 58.4 Rear: 57.1 '77, 57.5
Wheel: Diameter: 14 Rim Width: 5.0 '77, 4.5 Mat'l: Steel
Gremlin "X": 6.0 Steel

Tire Size:

Delivered	6.45 x 14 - "X" Package 6.95 x 14. '77 "X", D70-14
Replacement Sizes	SR/HR 165 x 14. "X" Package SR/HR 175 x 14. '77 "X", HR/SR 205/70-14

Spring Specifications:
Front: Coil, Design height x I.D.: 9.75 x 5.05. SAE 5160 or 9260. Spring rate 225/248#/in. S.R. at wheel 94/101
Rear: Hotchkiss. Length x width: 46.0 x 2.5, 3.5 leaves. Spring rate at wheel 95#/in.
Sway Bar(s) Diameter(s): Front: None Rear: None
°Camber: '77 & '76: Left 1/8 to 5/8 °Caster: +1. '77, −½ to +⅛.
Right 0 to ½.
Ride Height: Fender to Wheel Centerline: FR 15.5 RR 15.3

BRAKES	Type	Diameter	Width (Drum Brakes)
Front:	Disc	10.82	
Rear:	Drum	10	1.75

WEIGHT: 2688 lbs. '77, 2672 lbs.

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.
Single barrel carbureted Gremlin cannot have "X" Option Package.

Manufacturer: AMC
Model: Gremlin & Gremlin "X" 258 '78

Class: SSC

ENGINE 6 Cyl. Inline OHV

Bore x Stroke	4.75 x 3.90
Capacity	258 CID
Compression Ratio	8.0:1
Valve Head Dia:	
Intake	1.782, 1.792
Exhaust	1.401, 1.411
Spark Plug	N-13L
Induction System	Carter BBD 8129, 2V 1.44 (49 States) Carter YF 7235 or 7233, 1V 1.69 (Calif. & Alt.)

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:

	Std.
1.	2.99
2.	1.75
3.	1.00
4.	
5.	

Final Drive Ratio(s): 2.53:1 (49) 3.08:1 (Hi Alt) 2.73:1 (Calif.)

CHASSIS

Wheelbase..... 96.0 Track: Front: 58.2 Rear: 57.5
Wheel: Diameter: 14 Rim Width: 4.5 Mat'l: Steel

Tire Size:
Delivered..... B78-14, "X" DR78-14
Replacement Sizes..... 175 HR/SR-14 "X" 185HR/SR-14

Spring Specifications:
Front: Coil, Height 9.75 x 5.05, Rate #249, Rate/Wheel #98

Rear: Hotchkiss Length x Width 46. x 2.5, 3.5 leaves
Rate//Wheel #95

Sway Bar(s) Diameter(s): Front: None Rear: "X" Only 0.94
°Camber: Left ⅜°, right ⅛° °Caster: + 1°

Ride Height: Fender to wheel centerline FR.15.5 RR 15.3

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	10.80	
Rear:	Drum	10	1.75

WEIGHT: 2672 lbs.

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: American Motors Class: SSC
Model: 232/6 Gremlin; Gremlin "X", '78 Gremlin "X"

ENGINE In-line 6 Cyl.

Bore x Stroke	3.75 x 3.50
Capacity	232 CID
Compression Ratio	8.1:1, '78 8.0:1
Valve Head Dia:	
Intake	1.782 to 1.792
Exhaust	1.401 to 1.411
Spark Plug	N-12Y, '78 N-13L
Induction System	1V Carter YF 7152; California 7223 High altitude 7189 '78 7229 1.69 Barrel

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.	'78 "X"
1.	2.990	3.50
2.	1.750	2.21
3.	1.000	1.43
4.		1.00
5.		

Final Drive Ratio(s): 49 States 2.73:1 High Altitude 3.08:1 (No California)
'77 "X" 50 States 2.73:1 High Altitude 3.08:1 '78 49 States w/4 Spd 2.53

CHASSIS

Wheelbase ..... 96.0 Track: Front: 58.4 Rear: 57.5
Wheel: Diameter: 14 Rim Width: 4.5 Mat'l: Steel
'77 "X", 6.0 "X": Steel

Tire Size:
Delivered ..... 6.45-14. "X", D70-14, '78 "X" D78-14
Displacement Sizes ..... SR/HR 165-14. "X", HR/SR 205/70-14. '78 HR/SR 185-14

Spring Specifications:
Front: Coil, Design Height x ID.: 9.75 x 5.05. Spring Rate 225/248#/in.
Spring Rate at Wheel 94/101#/in.
Rear: Hotchkiss. Length x Width: 46.0 x 2.5, 3.5 leaves.
Spring Rate at Wheel 95#/in.
Sway Bar(s) Diameter(s): Front: None '78 "X" Only: .94" Rear: None
°Camber: Left, ⅛ to ⅝ °Caster: −½ to +½
Right, 0 to ½
Ride Height: Fender to Wheel Centerline: FR 15.5 RR 15.3

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	10.82	
Rear:	Drum	10	1.75

WEIGHT: 2661 lbs.

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: AMC Class: SSC
Model: Gremlin & Gremlin "X" 4 Cyl. 2 Liter

ENGINE 4 Cyl. In-line OHV

Bore x Stroke	3.41 x 3.32
Capacity	121 CID
Compression Ratio	8.2:1
Valve Head Dia:	
Intake	1.496-1.484
Exhaust	1.299-1.287
Spark Plug	N-8L
Induction System	2V 5210 Holley
	Throttle Bores
	Pri. 1.260
	Sec. 1.417

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.
1.	3.50
2.	2.21
3.	1.43
4.	1.00
5.	

Final Drive Ratio(s): 3.31:1 or 3.08

CHASSIS

Wheelbase ..... 96.0 Track: Front: 58.4 Rear: 57.5
Wheel: Diameter: 14 Rim Width: 4½, '78 5.0* Mat'l: Steel

Tire Size:
Delivered..... 6.45 x 14; '78 185 x 14*
Replacement Sizes..... HR/SR 165-14; '78 HR/SR 185-14

Spring Specifications:
Front: Coil: Height x ID 9.75 x 5.05

Rear: Elipitical Leaf: '78 Hotchkiss 3.5 Leaves Length & Width 46.0 x 2.5

Sway Bar(s) Diameter(s): Front: on "X" only '78 .75 I.D. Rear: None
°Camber: Left, ⅜ ⅛ to ⅝ °Caster: 0 to 2
Right, ⅛ 0 to ½
Ride Height: Fender to Wheel Centerline: FR 16.4 RR 14.4

BRAKES	Type	Diameter	Width (Drum Brakes)
Front:	Disc	10.27	
Rear:	Drum	9.0	2.00

WEIGHT: 2464#

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.
*Custom Model Only (X Package)

Manufacturer: AMC Class: SSC
Model: Pacer 2-door sedan, and Pacer "X" 2BBL, 3-speed, 258 CID

ENGINE

Bore x Stroke	3.75 x 3.90
Capacity	258 CID
Compression Ratio	'76-'78, 8.0:1; '77, 8.05:1
Valve Head Dia:	
Intake	1.782 to 1.792
Exhaust	1.401 to 1.411
Spark Plug	N-12Y '78 N-13L
Induction System	Carter YF 7086/7112 1-1V, 1.69 Dia. Pacer "X": Carter BBD 8073, "1-2V" 1.44 Dia. All '77: 49 States: Carter BBD 8104, 1-2V, 1.44 Dia. '78 Carter BBD 8129, 49 States

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:

	Std. (150T)
1.	2.990
2.	1.750
3.	1.000
4.	
5.	

Final Drive Ratio(s): 2.73:1 '77; '78 49 States 2.73:1. High Altitude 3.08:1.

CHASSIS

			'78 '77 61.5	'78 '77 60.0
Wheelbase	100.0	Track: Front:	61.2	Rear: 60.2
Wheel: Diameter:	14	Rim Width:	5.0. '77. 4.5	Mat'l: Steel
			'77 "X": 6.0, '78 5.0	

Tire Size:

Delivered	6.95 x 14 ("X" Package: DR 78x14) '78 DR 78x14
Replacement Sizes	C/CR 78x14; HR/SR 175x14 "X" Package: D78x14; HR/SR 185x14; 7.35x14

Spring Specifications:
Front: Coil, design height x I.D. x wire dia.: 9.8 x 4.0 x 0.606
Spring Rate 255 lbs./in. At wheel 80 lbs./in.
Rear: Hotchkiss: Length x width: 50.5 x 2.5 Full, 2 - ½ leaves.
Spring rage: 86 lbs./in. At wheel 86 lbs./in.
Sway Bar(s) Diameter(s): Front: None '77 "X": 0.947 Rear: None
°Camber: Left ⅛ to ⅝ °Caster: ½ to 1½
Right 0 to ½
Ride Height: Fender to Wheel Centerline: FR 14.7 RR 15.4

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	10.82	
Rear:	Drum	10.00	2.5
	Drum	Late '76 & '77'78 10 x 1.75	

WEIGHT: 3008#, '77, 3012#, '78 3263

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels
Audio options.
Convenience options except automatic transmission.
Protection options.
Single barrel carburated Pacers can have "X" option.

Manufacturer: Audi
Model: Fox 1588 cc 2 door & 4 door

Class: SSB

ENGINE In-Line 4, SOHC

Bore x Stroke	79.5 x 80.0 mm
Capacity	1588 cc, 97.0 CID
Compression Ratio	8.2:1
Valve Head Dia:	
Intake	1.338
Exhaust	1.22
Spark Plug	Bosch W215T2 Champion N-7Y
Induction System	Bosch CIS Injection

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.	'78
1.	3.45	3.45
2.	1.94	2.06
3.	1.37	1.29
4.	0.94	0.88
5.		

Final Drive Ratio(s): 4.11:1

CHASSIS

Wheelbase ..... 97.2 Track: Front: 52.7 Rear: 52.5
Wheel: Diameter: 13 Rim Width: 5 Mat'l: Steel

Tire Size:
Delivered..... 155-13
Replacement Sizes..... HR/SR 155-13; 5.90-13

Spring Specifications:
Front: Independent Coil. Wire Dia. 0.465

Rear: Beam Oil. Wire Dia. 0.405

Sway Bar(s) Diameter(s): Front: 0.835 Rear: None
°Camber: 30′ ± 25′ °Caster: 30′ ± 30′

Ride Height: Fender to Wheel Centerline: FR 13.6 RR 12.2

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	9.4	
Rear:	Drum	7.85	1.57

WEIGHT: 2 door: '76 - 1982#; '77-'78 - 1994#
4 door: '76 - 2083#; '77-'78 - 2083#

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: BMW
Model: 2002

Class: SSA

ENGINE

Bore x Stroke	89.0 x 80.0 mm/3.50 x 3.15
Capacity	1990 cc/121 CID
Compression Ratio	8.1:1
Valve Head Dia:	
Intake	1.732
Exhaust	1.496
Spark Plug	N-8Y
Induction System	Solex 2V Downdraft 32/32 DIDTA with Manairox System Air Injection.

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:

	Std.
1.	3.764
2.	2.022
3.	1.320
4.	1.000
5.	

Final Drive Ratio(s): 3.64:1 3.90:1 ('76) (3.64:1 Calif.)

CHASSIS

Wheelbase ..... 98.4 Track: Front: 52.8 Rear: 52.8
Wheel: Diameter: 13 Rim Width: 5.0 Mat'l: Steel

Tire Size:
Delivered 165-13
Replacement Sizes ..... HR/SR 165-13; A-AR 78-13; 6.00-13

Spring Specifications:
Front: Coil: 0.470

Rear: Coil: 0.525

Sway Bar(s) Diameter(s): Front: 0.590 Rear: 0.635
°Camber: 30′ ± 30′ (w/150# in seat) °Caster: 4 ′ ± 30′ (not adjustable)
Rear: 14′ ± 14″
Ride Height: Fender to Wheel: FR 12.5 RR 12.3

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	9.43	
Rear:	Drum	9.06	

WEIGHT: 2377#

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: BMW
Model: 320i

Class: SSB

ENGINE SOHC In-Line 4

Bore x Stroke	89.0 mm x 80.0 mm
Capacity	1990 cc/121.3 CID
Compression Ratio	8.1:1
Valve Head Dia:	
Intake	1.732
Exhaust	1.496
Spark Plug	N-8Y
Induction System	Bosch CIS Injection (K-Jetronic)

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.

1. 3.76
2. 2.02
3. 1.32
4. 1.00
5.

Final Drive Ratio(s): 3.64:1

CHASSIS

Wheelbase ..... 100.9 Track: Front: 54.6 Rear: 55.1
Wheel: Diameter: 13 Rim Width: 5½ Mat'l: Steel

Tire Size:

Delivered	185/70-13
Replacement Sizes	HR/SR 185/70-13; A70, AR70-13

Spring Specifications:

Front: McPherson Strut, Lower Lateral Link, Roll Bar as Longitudinal Link, Wire Dia. Coil Sprints, 0.523 Wire Diameter

Rear: Strut with Semi-Trailing Arm, Roll Bar, Coil Springs 0.430 Wire Diameter,

Sway Bar(s) Diameter(s): Front: 0.910 '78 0.87 Rear: 0.633 '78 None
°Camber: 0′ ± 30′ Laden °Caster: 8′ ± 20′ (± 30′ Laden)
Rear: 10′ ± 10′ Laden
Ride Height: Fender to Wheel Centerline: FR 14¾ RR 13⅔

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	10.04 ('78 not vented)	
Rear:	Drum	9.84	

Rear Axle Brake Pressure Regulating Device Standard Equipment

WEIGHT: 2503#

OPTIONAL EQUIPMENT

Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: British Leyland
Model: MGB

Class: SSC

ENGINE In-Line 4, OHV

Bore x Stroke	80.3 x 89.0 mm
Capacity	1798 cc/110 CID
Compression Ratio	8.0:1
Valve Head Dia:	
Intake	1.63
Exhaust	1.35
Spark Plug	N-9Y
Induction System	1 Zenith Stromberg, 175 CD5T

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.	'77-'78
1.	3.44	3.33
2.	2.17	2.17
3.	1.38	1.38
4.	1.000	1.00
5.		

Final Drive Ratio(s): 3.909:1

CHASSIS

Wheelbase ..... 91.1 Track: Front: 49.5 Rear: 49.75
Wheel: Diameter: 14 Rim Width: 5.0 Mat'l: Steel

Tire Size:
Delivered 165-14
Replacement Sizes ..... HR/SR 165-14; 6.45-14

Spring Specifications:
Front: Coil: MGB 0.517 GT: 0.515

Rear: Leaf: mgb Leaf 1¾ Wide GT: 5 Leaves

Sway Bar(s) Diameter(s): Front: 0.625 Rear: 0.695
°*Camber: Nominal 1:*(+¼, -¼ Unladen) °Caster: 7:(+¼, −2)

Ride Height: Fender to Wheel Centerline: FR 14.7 RR 13.6

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	10.75	
Rear:	Drum	10.00	1.75

WEIGHT: 2210#, 1977 2248#, 1978 2338#

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: British Leyland
Model: MG Midget 1500

Class: SSC

ENGINE In-Line 4, OHV

Bore x Stroke	73.7 x 87.4
Capacity	1493 cc/91 CID
Compression Ratio	7.5:1
Valve Head Dia:	
Intake	1.44
Exhaust	1.17
Spark Plug	N-12Y
Induction System	1 Zenith Stromberg 1.5

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:

	Std.
1.	3.41
2.	2.11
3.	1.43
4.	1.00
5.	

Final Drive Ratio(s): 3.909:1 '78, 3.72:1

CHASSIS

Wheelbase ..... 80.0 Track: Front: 46.3 Rear: 44.8
Wheel: Diameter: 13 Rim Width: 4.5 Mat'l: Steel

Tire Sizes:

Delivered	145-13
Replacement Sizes	HR/SR 145-13; 5.60-13

Spring Specifications:
Front: Coil: 0.515 Wire Dia.

Rear: Live Leaf 6 Qty., 1.525 Wide

Sway Bar(s) Diameter(s): Front: NO Rear: NO
°Camber: 0 to ¼ °Caster: 3

Ride Height: Fender to Wheel Centerline: FR 13.5 RR 10.3

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	8.3"	
Rear:	Drum	7.0"	

WEIGHT: 1806 lbs. 1977, 1801 lbs. 1978, 1826 lbs.

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: BLMI
Model: Triumph Spitfire 1500

Class: SSC

ENGINE In-Line 4 cyl., OHV

Bore x Stroke	73.7 x 87.5 mm/2.90 x 3.44
Capacity	1493 cc/91 CID
Compression Ratio	7.5:1
Valve Head Dia:	
Intake	1.44
Exhaust	1.17
Spark Plug	N-12Y
Induction System	1 Zenith - Stromberg (1V) 1.5" Model CD4

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.
1.	3.50
2.	2.16
3.	1.39
4.	1.00
5.	

Final Drive Ratio(s): 3.89:1

CHASSIS

Wheelbase ..... 83.0 Track: Front: 49.0 Rear: 50.0
Wheel: Diameter: 13 Rim Width: 4.5 Mat'l: Steel

Tire Size:
Delivered 155-13
Replacement Sizes ..... HR/SR 155-13; 5.90-13

Spring Specifications:
Front: Coil: 0.423

Rear: Leaf: 5 Qty., Transverse 1.8 x 0.25

Sway Bar(s) Diameter(s): Front: 0.875 Rear: No
°Camber: 2 ±½ °Caster: 4½ ± ½
Rear: −¾ ± 1
Ride Height: Fender to Wheel Centerline: FR 13.3 RR 12.2

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	9.0	
Rear:	Drum	7.0	

WEIGHT: 1694 lbs., 1977, 1800 lbs., 1978, 1850 lbs.

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

All dimensions in inches unless otherwise specified

Manufacturer: BLMI
Model: Triumph TR-6

Class: SSA

ENGINE In-Line 6 Cyl., OHV

Bore x Stroke	74.7 x 95.0 mm
Capacity	2498 cc/152 CID
Compresion Ratio	7.5:1
Valve Head Dia:	
Intake	1.45
Exhaust	1.26
Spark Plug	UN-12Y
Induction System	2 Zenith - Stromberg (1V) 1.75

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:

	Std.
1.	2.99
2.	2.10
3.	1.39
4.	1.00
5.	

Final Drive Ratio(s): 3.70:1

CHASSIS

Wheelbase ..... 88 Track: Front: 50.3 Rear: 49.8
Wheel: Diameter: 15 Rim Width: 5.5 Mat'l: Steel

Tire Size:

Delivered	185-15
Replacement Sizes	HR/SR 185-15; E78, ER78-15; 6.70-15

Spring Specifications:
Front: Coil: 0.490

Rear: Coil: 0.515

Sway Bar(s) Diameter(s): Front: Yes 0.690 Rear: No
°Camber: 0 ± ½ °Caster: 2¾ ± ½
Rear: −1 ± ½
Ride Height: Fender to Wheel Centerline: FR 15.0 RR 14.6

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	10.75	
Rear:	Drum	9.0	

:WEIGHT: 2314#

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: BLMI
Model: Triumph TR-7

Class: SSA

ENGINE In-Line 4, SOHC

Bore x Stroke	90.3 x 78.0 mm
Capacity	1998 cc/122 CID
Compression Ratio	8.0:1
Valve Head Dia:	
Intake	1.56
Exhaust	1.28
Spark Plug	N-12Y
Induction system	2 Zenith - Stromberg (1V); 1.75 CD2SEV Calif.: Single 1.75 - Stromberg CD4 VT '78 '77 2 Zenith 1.75" CDFEVX

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.	'77 '78
1.	2.65	3.32
2.	1.78	2.08
3.	1.25	1.39
4.	1.00	1.00
5.		0.83
Final Drive Ratio(s):	3.63:1	3.90:1

CHASSIS

Wheelbase ..... 85.0 Track: Front: 55.5 Rear: 55.3
Wheel: Diameter: 13 Rim Width: 5.5 Mat'l: Steel

Tire Sizes:
Delivered ..... 175/70-13, '77-'78, 185/70-13
Replacement Sizes..... HR/SR 175/79-13. .77, '78, HR/SR 185/70-13; A70, AR 70-13

Spring Specifications:
Front: Ind. Coil: 0.450. Free Length: 13.85. 93.7 #/in.

Rear: Live Coil: 0.470. Free Length: 10.71. 165#/in.

Sway Bar(s) Diameter(s): Front: 0.760 '77, '78 0.770, Rear: 0.750
°Camber: −¼° ± 1 °Caster: 3½ ± 1

Ride Height: Fender to Wheel Centerline: FR 13.6 RR 13.8
'78 '77 FR 12.7 RR 13.7

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	9.75	
Rear:	Drum	8.0. '77-'78, 9.0	1.5

WEIGHT: '76, 2148#, '77, 2365#, '78, 2454#

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.
'78 '77, Front Air Dam Standard.

Manufacturer: Buick Class: SSC
Model: Opel Isuzu, Standard & Delux Models

ENGINE In-Line 4 Cyl., SOHC

Bore x Stroke	3.31 x 3.23, 84 mm x 82 mm
Capacity	110.8 CID/1.817 CC
Compression Ratio	8.5:1
Valve Head Dia:	
Intake	1.665 to 1.669
Exhaust	1.335 to 1.339
Spark Plug	NGK BPR6ES - R44XLS
Induction System	2V Nippon Kikaka. **49 States** **Cal.**
	Pri. Venturi: 0.91 Barrel 1.18 '76, 213304-811 –831
	Sec. Venturi: 1.14 Barrel 1.34 '78 '77 213304-951 —971

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:

	Std.
1.	3.51
2.	2.17
3.	1.42
4.	1.00
5.	

Final Drive Ratio(s): 3.54:1 '78 '77, 3.583:1

CHASSIS

Wheelbase ..... 94.3 Track: Front: 51.4 Rear: 51.4
Wheel: Diameter: 13 Rim Width: 5.0 Mat'l: Steel

Tire Size:
Delivered..... 155SR-13
Replacement Sizes..... HR/SR 155-13; 5.90-3

Spring Specifications:
Front: Coil: 0.532

Rear: Coil: 0.48 Taper Coil

Sway Bar(s) Diameter(s): Front: 0.75 Rear: None
°Camber: 0 ± 08′ °Caster: 5 ± 10′

Ride Height: Fender to Wheel Centerline: FR 12.9 RR 12.6

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	9.33	
Rear:	Drum	9.01	1.57

WEIGHT: '76, 2048#; '77, 2050#; '78, 2150#

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Buick Class: SSB
Model: Buick Skyhawk Hatchback Cpe 231

ENGINE 90 V-6 OHV

Bore x Stroke	3.800 x 3.400
Capacity	231 CID/3.8L
Compression Ratio	8.0:1
Valve Head Dia:	
Intake	1.625
Exhaust	1.425
Spark Plug	R44SX, '77-'78 R46T5
Induction System	2BBL Rochester 2GC, '78 2GE
Venturi:	Pri. 1 3/32 Barrel Size: 1.69 '78 1.437
	Sec. 1 3/32

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.	'78
1.	3.11	3.50
2.	2.20	2.48
3.	1.47	1.66
4.	1.00	1.00
5.		
Final Drive Ratio(s):	2.56:1	2.93:1 '77 '78 & '76 Calif.

CHASSIS

Wheelbase ..... 97.0 Track: Front: 54.7 Rear: 53.6
Wheel: Diameter: 13 Rim Width: 6 Mat'l: Steel

Tire Size:
Delivered..... BR 78-13
Replacement Sizes..... B/BR 78-13; HR/SR 175-13; 6.50-13

Spring Specifications:
Front: Coil: Wire Dia. 0.590 (Computer Selected). Spring Rate 350#/in.
At Wheel 130#/in.
Rear: Coil: Wire Dia. 0.500 (Computer Selected). Spring Rate 130#/in.
At Wheel 133#/in.
Sway Bar(s) Diameter(s): Front: 100 '78 '77, 1.06 or 1.125 Rear: '78 '77, 0.75
°Camber: −½ to +1 °Caster: −1¾ to ½
77: −1 to 1½ '78 + ¼ ± 1.2 '78 '77: −.75 to + .5
Ride Height: Fender to Wheel Centerline: FR 13.6 RR 14.6

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	10.0, '78 9.74	
Rear:	Drum	9.5	1.20, '78 2.0

WEIGHT: 2828 lbs. 2776 lbs. '77, '78 2789 lbs.

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Chevrolet — Class: SSC
Model: Chevette and Scooter. 1.4, 1.6 '78 1.6

ENGINE In-Line 4, CMC	1.4 L/95 CID	1.6 L/97.6 CID
Bore x Stroke	3.28 x 2.606	3.228 x 2.980
Capacity	85 CID	97.6 CID
Compression Ratio	8.5:1	8.5:1, '78 8.6:1
Valve Head Dia:		
Intake	All 1.5303 - 1.5405	
Exhaust	All 1.2547 - 1.2650	
Spark Plug	AC R43TS All	
Induction System	(1V) Rochester 1.38 Barrel	

	'76 Calif.	'77 '78	'76 49 States	'77 '78
85 CID	17506331	M/A	17056031	17057031
97.6 CID	17056335	17057335	17056035	17057035

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:

	Std.
1.	3.75
2.	2.16
3.	1.38
4.	1.00
5.	

Final Drive Ratios, 1977*
1.6 Liter: 3.70:1 "A", 4.11:1 "B"
1.4 Liter: 3.70:1 "A"

Final Drive Ratio(s): 1.6 Liter: 4.11:1 All States; '78 3.70 (50 States)
1976 1.4 Liter: 3.70:1 (49 States); 4.11:1 Calif.

CHASSIS

Wheelbase ..... 94.3 — Track: Front: 51.2 — Rear: 51.2
Wheel: Diameter: 13 — Rim Width: 5 — Mat'l: Steel

Tire Size:
Delivered ..... P 155/80D-13 (Bias)
Replacement Sizes ..... P 155/80R-13 (Radial)

Spring Specifications:
Front: Coil Design Height x I.D. x Wire Dia.: 8.24x3.42x.446
Spring Rate 130#/in. Rate at Wheel 83#/in.
Rear: Coil Design Height x I.D. x Wire Dia.: 9.2x4.165x.519
Spring Rate 123#/in. Rate at Wheel 117#/in.
Sway Bar(s) Diameter(s): Front: 0.87 Rear: '78 0.687
°Camber: 15′ ± 45′ °Caster: 4 30′ ± 1.0′. '77 ± 20″
'78 + .2 + 0.7 '78 + 4.5 + 2.0
Ride Height: Fender to Wheel Centerline: FR 12.7 RR 13.3

BRAKES	Type	Diameter	Width (Drum Brakes)
Front:	Disc	9.68 (working Dia.)	
Rear:	Drum	7.88	1.75

WEIGHT: 1935# All;'77, 1939#; Scooter, 1914#; '78, 1966; Scooter, '78 1920

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.
* "A" Below 4000 feet in 49 states and all altitudes in California.
"B" Above 4000 feet in all states except California.

Manufacturer: Chevrolet — Class: SSC
Model: Monza 2300 2+2, Town Coupe, 4-Speed, '76 '77

ENGINE In-Line 4 Cyl. OHC — L-11 Engine

Bore x Stroke	3.501 x 3.625		
Capacity	140 CID		
Compression Ratio	8.0:1		
Valve Head Dia:			
Intake	1.615 to 1.625		
Exhaust	1.370 to 1.380		
Spark Plug	'75 R43TSX	R43TS '76 & '77	
Induction System	(2V) Holley	**49 States**	**Calif.**
Pri. 1.24		'76 366829	366833
Sec. 1.40		'77 458105	458109

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std. 1977		Std. 1976	
	1. 3.11		1. 3.75	
	2. 2.20		2. 2.16	
	3. 1.47		3. 1.38	
	4. 1.00		4. 1.00	
	5.	**2+2**		**Town Coupe**
Final Drive Ratio(s):	'76	2.92:1		2.92:1
	'77	3.42:1		3.42:1

CHASSIS

Wheelbase ..... 97.0 — Track: Front: 54.8 — Rear: 53.6
Wheel: Diameter: 13 — Rim Width: '77 & '76: Cpe 5.0, "2+2" 6 — Mat'l: Steel

Tire Size:
Delivered..... A78-13B; BR78-13B
B78-13; HR/SR 175-13; 6.50-13

Spring Specifications:
Front: Coil: Wire Dia. 0.570

Rear: Coil: Wire Dia. 0.495

Sway Bar(s) Diameter(s): Front: 1.000 '76 & '77 — Rear: None '76, '77
°Camber: 5 ± .75 — 1.00 '76 °Caster: −.75 ± 1

Ride Height: Fender to Wheel Centerline: FR 14.5 RR 15.2

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	9.74	1.08
Rear:	Drum	9.5	1.99

WEIGHT:			
2+2	2668# ('76)	2642 ('77)	
Town Coupe	2605# ('76)	2551 ('77)	

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Chevrolet — Class: SSC
Model: Monza 2474 2 + 2 Town Coupe 4 Speed '78

ENGINE In Line 4 Cyl. OHC

Bore x Stroke	4.00 x 3.00	
Capacity	2474 cc/151	
Compression Ratio	8.3:1	
Valve Head Dia:		
Intake	1.625	
Exhaust	1.425	
Spark Plug	R43TSX	**Barrel Size**
Induction System	1 2V Holley 10001049	1.24 Pri.
	1 2V Holley 10002841-Calif.	1.40 Sec.

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:

	Std.
1.	3.50
2.	2.48
3.	1.66
4.	1.00
5.	

Final Drive Ratio(s): 2.73, w/ac 3.08, Calif. 2.93

Wheelbase ..... 97 — Track: Front: 54.8 — Rear: 53.6
Wheel: Diameter: 13 — Rim Width: 5.0 — Mat'l: Steel
2 + 2: 6.0

Tire Size:
Delivered A78-13
Replacement Sizes 175 HR/SR/13

Spring Specifications:
Front: Coil 8.70 x 3.50 x .562

Rear: Coil 10.24 x 4.24 x .499

Sway Bar(s) Diameter(s): Front: 1.06 Rear:
°Camber: + ½ ± ¾ °Caster: −¾ ± 1

Ride Height: Fender to Wheel Centerline: FR 14.5 RR 15.2

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	9.74	
Rear:	Drum	9.5	1.99

WEIGHT: T/C 2687, 2+2 2621

OPTIONAL EQUIPMENT
Appearance options except light alldy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Chevrolet — Class: SSA
Model: Monza 2 + 2 Hatchback & Spyder. '76. 262 CID

ENGINE 90° V-8, OHV

Bore x Stroke	3.671 x 3.10		
Capacity	262 CID/4.3 Liter		
Compression Ratio	8.5:1		
Valve Head Dia:			
Intake	1.715 - 1.725		
Exhaust	1.495 - 1.505		
Spark Plug	R45TS ('76)		
Induction System	Rochester (2V)	**49 States**	**California**
Barrel:	1.69 (All)	'76 17056101	17056122

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.
1.	3.11
2.	2.20
3.	1.47
4.	1.00
5.	

Final Drive Ratio(s): 2.93:1 ('76 and high altitude)

CHASSIS

Wheelbase ..... 97.0 — Track: Front: 54.8 — Rear: 53.6
Wheel: Diameter: 13 — Rim Width: 6 — Mat'l: Steel

Tire Size:
Delivered ..... BR70-13C ('76)
Replacement Sizes ..... B70-13; HR/SR 195/70-13 ('76)

Spring Specification:	**Wire Dia.**	**Spring Rate**	**Rate & Wheel**
Front: Coil:	0.605	325	116.9
Rear: Coil	0.499	130	139.6

Sway Bar(s) Diameter(s): Front: 1.0625 ('76) All — Rear: 0.8125 '76 Spyder
°Camber: .5 ± .75 — °Caster: −.75 ± 1 — Others, None.

Ride Height: Fender to Wheel Centerline: FR 14.3 RR 15.2

BRAKES	**Type**	**Diameter '76**	**Width (Drum Brakes) '76**
Front:	Disc	9.74	1.08
Rear:	Drum	9.5	1.99

WEIGHT: '76 2970 lbs.

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection option.
Power Steering.

Manufacturer: Chevrolet Class: SSA
Model: Monza 2+2 Hatchback & Spyder (Z01, Z02) '77, '78, 305 CID

ENGINE 90 V8, OHV

Bore x Stroke	3.736 x 3.48
Capacity	305 CID/5.0 Liter
Compression Ratio	8.5:1; '78, 8.4:1
Valve Head Dia:	
Intake	1.715 - 1.725
Exhaust	1.495 - 1.505
Spark Plug	R45TS
Induction System	Rochester 2V. #17057107; '78, 17058107 Barrel Size 1.69

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:

	Std.
1.	2.85
2.	2.02
3.	1.35
4.	1.00
5.	

Final Drive Ratio(s): 2.73:1; '78, 3.08:1

CHASSIS

Wheelbase ..... 97.0 Track: Front: 54.8 Rear: 53.6
Wheel: Diameter: 13 Rim Width: 6 Mat'l: Steel
Spyder has cast alum.

Tire Size:
Delivered..... BR 70-13C
Replacement Sizes..... B70-13; HR/SR 195/70-13

Spring Specifications:	Wire Dia.	Spring Rate	Rate @ Wheel
Front: Coil:	0.562	325	91.8
Rear: Coil:	0.449	130	139.6

Sway Bar(s) Diameter(s): Front: 1.0625; Spyder only 1.125; Rear: Spyder only 0.8125
°Camber: .5 ± .75 °Caster: −.74 ± 1

Ride Height: Fender to Wheel Centerline: FR 14.5 RR 15.2

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	9.74	
Rear:	Drum	9.5	Pri.: 1.08. Sec.: 1.99

WEIGHT: 2943#; '78, 2961#

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels. (except Spyder)
Audio options.
Convenience options except automatic transmission.
Protection options.
Power Brakes.
Power steering.

Manufacturer: Chevrolet — Class: SSC
Model: Vega 140, 4-speed Hatchback & Notchback Coupe

ENGINE In-Line 4 Cyl. SOHC

Bore x Stroke	88.9 x 92.0 mm/3.501 x 3.625
Capacity	2287 cc/140 CID
Compression Ratio	8.0:1
Valve Head Dia:	
Intake	1.615 - 1.625
Exhaust	1.370 - 1.380
Spark Plug	R43TS
Induction System	(1V) Rochester

	49 States	**California**
'76	all 17056023	
'77	458105	458109

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:

	Std. '77	'76
1.	3.11	3.75
2.	2.20	2.16
3.	1.47	1.38
4.	1.00	1.00
5.		

'77 Final Drive: 3.42:1 above 4000 feet in all states except California. 2.92:1 below 4000 feet in 49 states, all altitudes in California.

Final Drive Ratio(s): 2.92 (3.36:1 w/air cond.)

CHASSIS

Wheelbase ..... 97.0 Track: Front: 54.8 Rear: 53.6
Wheel: Diameter: 13 Rim Width: 5 Mat'l: Steel

Tire Size:

Delivered	A78-13B
Replacement Sizes	AR78-13; HR/SR 165-13; 6.00/13

Spring Specifications:	**1976 & 1977**
Front: Coil: Wire Dia.	.562
Spring Rate (#/in.)	325
Rear: Coil: Wire Dia.	.499
Spring Rate (#/in.)	130

Sway Bar(s) Diameter(s); Front: 0.875 '77 1.0 Rear: None
°Camber: .5 ± .75 °Caster: −.75 to +.25

Ride Height: Fender to Wheel Centerline: FR 12.6 RR 12.5

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	9.88 working dia.	Pri. 1.08
Rear:	Drum	'76 & '77: 9.5	'76 & '77: Sec. 1.99

WEIGHT:	**Notchback**	**Hatchback**
	'76 2443 lbs.	2534 lbs.
	'77 2434 lbs.	2497 lbs.

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Chevrolet
Model: Vega 140GT, 4-speed

Class: SSC

ENGINE In-Line 4 cyl. SOHC

Bore x Stroke	88.9 x 92.0 mm/3.50 x 3.625
Capacity	2287 cc/140 CID
Compression Ratio	8.0:1
Valve Head Dia:	
Intake	1.615 - 1.625
Exhaust	1.370 - 1.380
Spark Plug	'76 R43TSX '77 R43TS
Induction System	Holley (2V)

All Pri. 1.24 Sec. 1.40

	49 States	California
'76	366829	366833
'77	458105	458109

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std. ('77)	('76)
1.	3.11	3.75
2.	2.20	2.16
3.	1.47	1.38
4.	1.00	1.00

Final Drive Ratio(s): 2.92:1 (3.36 w/air cond.)

'77 Final Drive
3.42:1 above 4000 feet altitude in all states except California.
2.92:1 below 4000 feet in 49 states and all altitudes in California.

CHASSIS

Wheelbase ..... 97.0 Track: Front: 54.8 Rear: 53.6
Wheel: Diameter: 13 Rim Width: 6 Mat'l: Steel

Tire Size:
Delivered A70-13
Replacement Sizes ..... AR70-13; HR/SR 185/70-13

Spring Specifications:	1976 & 1977
Front: Coil: Wire Dia.:	.562
Spring Rate (#/in.)	325
Rear: Coil: Wire Dia.:	.499
Spring Rate (#/in.)	130

Sway Bar(s) Diameter(s): Front: 0.875 '77, 1.0 Rear: 0.75
°Camber: .5 ± .75 °Caster: −1.75 +.25

Ride Height: Fender to Wheel Centerline: FR 12.6 RR 12.5

BRAKES	Type	Diameter	Width (Drum Brakes)
Front:	Disc	9.88 working dia.	
Rear:	Drum	'76 & '77: 9.5	'76 & '77: Pri. 1.08 Sec. 1.99

WEIGHT: 2421 lbs. '77, 2443 lbs.

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Chevrolet
Model: Vega Cosworth, 4-speed

Class: SSA

ENGINE In-Line 4 cyl. DOHC

Bore x Stroke	88.9 x 80.3 mm/3.501 x 3.160
Capacity	1998 cc/122 CID
Compression Ratio	'76: 8.0:1
Valve Head Dia:	
Intake	1.3975 - 1.4075
Exhaust	1.195 - 1.205
Spark Plug	'76: R43LTS
Induction System	Fuel injection, Bendix MPC

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:

	Std.
1.	3.11
2.	2.20
3.	1.47
4.	1.00
5.	

Final Drive Ratio(s): 3.73:1

CHASSIS

Wheelbase ..... 97.0 Track: Front: 55.3 Rear: 54.1
Wheel: Diameter: 13 Rim Width: '76: 6 Mat'l: '76: Aluminum

Tire Size:

Delivered	BR70-13B
Replacement Sizes	HR/SR 195/70-13

Spring Specifications:	1976
Front: Coil: Wire Dia.	.562
Spring Rate (#/in.)	325
Rear: Coil: Wire Dia.	.499
Spring Rate (#/in.)	130

Sway Bar(s) Diameter(s): Front: 0.875 Rear: 0.75
°Camber: .5 ± .75 °Caster: −.75 to + .25

Ride Height: Fender to Wheel Centerline: FR 12.6 RR 12.5

BRAKES	Type	Diameter	Width (Drum Brakes)
Front:	Disc	9.88 working dia.	'76: Pri. 1.08
Rear:	Drum	9.5	Sec. 1.99

WEIGHT: 2534 lbs.

OPTIONAL EQUIPMENT

Appearance options.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Dodge
Model: Colt 2-Door, 2-Door Hardtop 1600, 1976
Class: SSC

ENGINE In-Line 4 Cyl. SOHC

Bore x Stroke	77.0 x 86.1 mm
Capacity	1598 cc/97.5 CID
Compression Ratio	8.5:1
Valve Head Dia:	
Intake	1.50
Exhaust	1.231
Spark Plug	BP6ES, BPR6ES or N-9Y, RN-9Y
Induction System	Mikuni-Kogyo (2V) Model 28-32 DIDTA; -54 ('76 49 States); -50 ('76 Calif.). Primary 1.10, Secondary 1.26

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.
1.	3.525
2.	2.193
3.	1.442
4.	1.000
5.	

Final Drive Ratio(s): 3.889:1

CHASSIS

Wheelbase ..... 95.3 Track: Front: 51.8 Rear: 51.2
Wheel: Diameter: 13 Rim Width: 4.5 Mat'l: Steel

Tire Size:
Delivered 6.00-13
Replacement Sizes ..... HR/SR 165-13; A78, AR78-13

Spring Specifications:
Front: Coil Design height x I.D.: '76 - 13.8 x 4.63 x 0.49 Dia.
Spring Rate (#/in.) = 118; Rate at wheel = 110
Rear: 2 Leaves, 45.3 x 2.0, Spring rate 132 #/in.

Sway Bar(s) Diameter(s): Front: 0.788 Dia. Rear: None
°Camber: 0.85± 0.5 °Caster: 0.5 to 1.25

Ride Height: Fender to Wheel Centerline: FR 14.0 RR 13.5

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes**
Front:	Disc	9.01 Working Dia.	
Rear:	Drum	9.07	1.58

WEIGHT: CPE: '76-2143 H-Top: '76-2198

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Dodge
Model: Colt 2-Door Coupe 4-Speed, 1977, 1978

Class: SSC

ENGINE 4 Cyl. In-Line OHC

Bore x Stroke	76.9 x 86.0 mm
Capacity	1597 cc: 97.5 CID
Compression Ratio	8.5:1
Valve Head Dia:	
Intake	36 mm/1.509
Exhaust	31 mm/1.231
Spark Plug	BP6ES, BPR6ES: N-9Y or RN-9Y
Induction System	Mikuni-Kogyo (2V), Model 28-32 DIDTA
	Primary: 1.11 −64 (49 States)
	Secondary: 1.27 −60 (California)
	−66 (High Altitude)

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:

	Std.
1.	3.525
2.	2.193
3.	1.442
4.	1.000
5.	

Final Drive Ratio(s): 3.308:1. California 3.889:1; '78, 3.31:1

CHASSIS

Wheelbase ..... 92.9 Track: Front: 51.6 Rear: 50.4
Wheel: Diameter: 13 Rim Width: 4.5 Mat'l: Steel

Tire Size:

Delivered	6.00-13
Replacement Sizes	HR/SR 165-13; A78, AR78-13

Spring Specifications:
Front: Coil design height x I.D. x wire dia: 13.8 x 4.63 x 0.488
Spring rate: 20.7kN/m (S.I. units)*
Rear: 2 leaves, 45.6 x 1.98 Spring rate 23.0 kN/m

Sway Bar(s) Diameter(s): Front: 0.91 Rear: None
°Camber: 1 ± 30′ °Caster: 2 .05′ ± 30′

Ride Height: Fender to Wheel Centerline: FR 15.0 RR 14.1

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	9.01	
Rear:	Drum	9.07	1.58

WEIGHT: 1944# Coupe. 1966# Custom Coupe. '78, 1973#

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

*See astm 380 for International System of Units.

Manufacturer: Dodge
Model: Colt 2 Door & GT 2000, 5-Speed ('76 Only)
Class: SSB

ENGINE In-Line 4 Cyl. SOHC

Bore x Stroke	84.1 x 89.9 mm
Capacity	1995 cc/121.7 CID
Compression Ratio	8.5:1
Valve Head Dia:	
Intake	1.65
Exhaust	1.34
Spark Plug	BP6ES, BPR6ES or N-9Y, RN-9Y
Induction System	1 Mikuni-Kogyo (2V) Model 30-32 DIDTA; -54 (49 States '76), -50 (Calif. '76). Primary 1.18 Dia., Sec. 1.26 Dia.

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.
1.	3.369
2.	2.035
3.	1.360
4.	1.000
5.	0.856
Front Drive Ratio(s):	3.889:1

CHASSIS

Wheelbase ..... 95.3 Track: Front: 51.8 Rear: 51.2
Wheel: Diameter: 13 Rim Width: 5.0 Mat'l: Steel

Tire Size:
Delivered..... Colt: 165 SR-13 GT 2000: BR 70-13
Replacement Sizes..... Colt: HR 165-13; A78, AR 78-13; 6.00-13
GT 2000: HR/SR 195/70-13

Spring Specifications:
Front: Coil Design Ht. x I.D.: '76: 14.1 x 4.62 x .49 dia.
Spring rate = #/in. Spring rate at wheel = 111 #/in.
Rear: 2 Leaves 45.3 x 2.0. Spring rate 132 #/in.

Sway Bar(s) Diameter(s): Front: 0.788 Rear: None
°Camber: 0.85 ± 0.5 °Caster: 0.5 to 1.25

Ride Height: Fender to Wheel Centerline: FR 14.0 RR 13.5

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	9.01 Working Dia.	
Rear:	Drum	9.0	1.57

WEIGHT: 2 Door Hardtop ('76) 2357 lbs. GT: ('76) 2337 lbs.

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Dodge
Model: Challenger 1600 '78

Class: SSB

ENGINE 4 Cyl. In-Line SOHC

Bore x Stroke	76.9 x 86.0 mm
Capacity	1597 cc
Compression Ratio	8.5:1
Valve Head Dia:	
Intake	1.50
Exhaust	1.22
Spark Plug	NGK-BPR6ES or Champion RN-9Y
Induction System	1 Mukuni 2B 28-32 DIDTA - 70 49 States P 1.10
	-170 Calif. S 1.25

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.
1.	3.215
2.	2.000
3.	1.316
4.	1.000
5.	0.853
Final Drive Ratio(s):	4.22:1

CHASSIS

Wheelbase ..... 99.0 Track: Front: 53.93 Rear: 53.34
Wheel: Diameter: 14 Rim Width: 5.5 Mat'l: Aluminum

Tire Size:

Delivered	195/70 HR x 14
Replacement Sizes	195/70 HR/SR x 14

Spring Specifications:
Front: Coil: 14.7 x 4.62

Rear: Coil: 11.0 x 4.22

Sway Bar(s) Diameter(s): Front: 0.78 Rear:
°Camber: 1° 15′ ± 30′ °Caster: 2° 40′ ± 30′

Ride Height: Fender to Wheel Centerline: FR 14¼" RR 14¼"

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	9.95	
Rear:	Drum	9.0	1.60

WEIGHT: 2398 lbs.

OPTIONAL EQUIPMENT
Appearance options
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Dodge
Model: Omni

Class: SSB

ENGINE 4 Cyl. In-Line SOHC

Bore x Stroke	79.5 x 86.4 mm (3.13 x 3.40)
Capacity	1.7 (104.7 CID)
Compression Ratio	8.2:1
Valve Head Dia:	
Intake	1.33 - 1.34
Exhaust	1.22 - 1 23
Spark Plug	RN-12Y or Bosch W145-TR30
Induction System	1 Holley 2V Pri. 1.26, Sec. 1.42 w/ac — R8505A (49 States), R8384A (Calif.), R8507A (49 States), R8386A (Calif.)

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:

	Std.
1.	3.45
2.	1.94
3.	1.29
4.	0.97
5.	

Final Drive Ratio(s): 3.3:1 (49 States) 3.5:1 (Calif.)

CHASSIS

Wheelbase ..... 99.2 Track: Front: 55.5 Rear: 55.1
Wheel: Diameter: 13 Rim Width: 4.5 Mat'l: Steel

Tire Size:
Delivered ..... 155/80R x 13
Replacement Sizes ..... 155/80 HR/SR x 13

Spring Specifications:
Front: Coil: 7.95 x 5.98 I.D.

Rear: Coil: 9.72 x 3.35 I.D.

Sway Bar(s) Diameter (s): Front: 0.87 Rear:
°Camber: + 3° °Caster:

Ride Height: Fender to Wheel Centerline: FR 14¼" RR 14½"

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	8.98	
Rear:	Drum	7.87	1.18

WEIGHT: 2076 lbs.

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.
Shocks: Front: Delco Piston I.D. 1.26; Rear: Gabriel Piston I.D. 1.0

Manufacturer: Fiat
Model: 124 Sport Spider '76-'78

Class: SSB

ENGINE In-Line 4 Cyl. DOHC

Bore x Stroke	84.0 x 79.2 mm
Capacity	1756 cc/107.13 CID
Compression Ratio	8.0:1
Valve Head Dia:	
Intake	1.6220 to 1.6378
Exhaust	1.4115 to 1.4350
Spark Plug	Marelli CW/78LP, AC Delco 41-2 XLS, Champion N-7Y
Induction System	1 Weber (2V) 32 ADFA 2/100. Bore: Primary 1.260, Secondary 1.260. Major Venturi: Primary .787, Sec. .905

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.	'76 & '77	'78
	1.	3.61	3.67
	2.	2.05	2.10
	3.	1.36	1.36
	4.	1.00	1.00
	5.	0.87	0.88
Final Drive Ratio(s):	4.30:1		

CHASSIS

Wheelbase ..... 89.8 Track: Front: 53.2 Rear: 52.0
Wheel: Diameter: 13 Rim Width: 5 Mat'l: Steel

Tire Size:
Delivered 165-13
Replacement Sizes ..... HR/SR 165-13; A78, AR 78-13; 6.00-13

Spring Specifications:
Front: Coil Length @ 970# ± 33# = 8.189

Rear: Live Coil Length @ 573# ± 29# – 11.30

Sway Bar(s) Diameter(s): Front: .803 Rear: No
°Camber: 0 30′ ± 30 Laden °Caster: 3 30′ ± 30′ Laden

Ride Height: Fender to Wheel Centerline: FR 14.0 RR 14.0

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	8.94	
Rear:	Disc	8.94	

WEIGHT: 2177#; '78, 2250

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Fiat — Class: SSC
Model: 128 Sedan, SL, 3P, '76-'78

ENGINE In-Line 4 Cyl. SOHC

Bore x Stroke	86.0 x 55.5 mm
Capacity	1260 cc/78.7 CID
Compression Ratio	8.5:1
Valve Head Dia:	
Intake	1.4173 ± .0059
Exhaust	1.2205 ± .0059
Spark Plug	AC Delco 42XLS, Marelli CW71P, Champ N-9Y
Induction System	1 Weber (2V) 32 DMTRA 1/200. '77 32 DATRA H/100 Bore: Primary & Secondary 1.260. Venturi: Primary & Secondary .866.

TRANSMISSION AND DRIVE TRAIN (Front Wheel Drive)

Gearbox Ratios:

	Std.
1.	3.583
2.	2.235
3.	1.454
4.	0.960 (Sedan and Coupe 1.042)
5.	

Final Drive Ratio(s): 4.10:1 (1st part '76)
4.416:1 ('76) Calif. late '76 3.76:1; All '77-'78, 3.76:1

CHASSIS Sedan 96.4; 3 P & SL

Wheelbase ..... 87.5 Track: Front: 51.3; 3P & SL 52.2 Rear: 51.8; 3P, SL 52.5
Wheel: Diameter: 13 Rim Width: 4½ Mat'l: Steel

Tire Size:

Delivered	145 SR-13
Replacement Sizes	145 HR-13; 5.60-13

Spring Specifications:
Front: Coil: SL & 3P; 9.842" @ 584# ± 22#
Sedan: 9.96" @ 672#
Rear: Leaf: Qty 2. SL Deflection rate .573 ± .045"/100#. Sedan: 0.674" ± 0.054"/100#
128 SL & 3P: None
Sway Bar(s) Diameter(s): Front: Sedan, 0.750 Rear: No
°Camber: 1 ± 30' °Caster: 2 15' ± 30' Rear: 0" ± .118"
Rear: '76 −3 15 ± 30'
Ride Height: Fender to Wheel Centerline:

	Front	Rear
Sedan and 2-Door	15.3	14.2
3 P	15.1	14.6

BRAKES	type	Diameter	Width (Drum Brakes)
Front:	Disc	8.937	
Rear:	Drum	7.30	1.18

WEIGHT Sedan 1889#, SL 1889#, 3 P 1900#, 4 door Sedan 1929#
'77 3P 1934# Add 15# on California cars.

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Fiat Class: SSB
Model: 131, 2 Door & 4 Door, '76-'78

ENGINE In-Line 4 Cyl. DOHC

Bore x Stroke	84.0 x 79.2 mm
Capacity	1756 cc/107.13 CID
Compression Ratio	8.0:1
Valve Head Dia:	
Intake	1.6220 to 1.6378
Exhaust	1.4115 to 1.4350
Spark Plug	Marelli CW 7LP, Champ N-9Y, Bosch W200T30
Induction System	1 Weber (2V) Bore: Primary & Secondary 1.260 Major Venturi - Primary .787, Secondary .905

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.
1.	3.61
2.	2.05
3.	1.36
4.	1.00
5.	0.87
Final Drive Ratio(s):	4.44:1

CHASSIS

Wheelbase ..... 98.0 Track: Front: 54.1 Rear: 51.9
Wheel: Diameter: 13 Rim Width: 4½ Mat'l: Steel

Tire Size:
Delivered 165-13
Replacement Sizes ..... HR/SR 163-13; A78, AR78-13; 6.00-13

Spring Specifications:
Front: Coil, Color Coded, Matched Sets

Rear: Coil, Color Coded, Matched Sets
Sway Bar(s) Diameter(s): Front: 2 Door - .907
4 Door - .912 Rear: No
°Camber: 0 to 1, (Loaded car) °Caster: 4 to 5 (Loaded)

Ride Height: Fender to Wheel Centerline: 2 Dr. Fr 14.0 RR 12.3
4 Dr. FR 13.6 RR 12.1

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	8.94	
Rear:	Drum	9.0	1.57

WEIGHT: 2 Door - 2352# 4 Door - 2382#

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Fiat — Class: SSC
Model: X1/9, '76-'78

ENGINE In-Line 4 Cyl. SOHC

Bore x Stroke	86.0 x 55.5 mm
Capacity	1290 cc/78.7 CID
Compression Ratio	8.5:1
Valve Head Dia:	
Intake	1.4173 ± .0059
Exhaust	1.2205 ± .0059
Spark Plug	Champ N-9Y, AC Delco 42 XLS, Marelli CW 7LP
Induction System	1 Weber (2V) 32 DATRA 1/100. Primary and Secondary 1.260. Venturis .866

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.	'78
1.	3.583	3.583
2.	2.235	2.235
3.	1.454	1.454
4.	0.959	0.85
5.		

Final Drive Ratio(s): '76 & '77 - 4.08:1; '78, 4.36:1

CHASSIS

Wheelbase ..... 86.7 — Track: Front: 52.5 — Rear: 52.9
Wheel: Diameter: 13 — Rim Width: 4½ — Mat'l: Steel

Tire Size:
Delivered 145-13
Replacement Sizes ..... HR/SR 145-13; 5.60-13

Spring Specifications:
Front: Coil Length @ 474# ± 22# = 6.693

Rear: Coil Length @ 562# ± 22# = 7.874

Sway Bar(s) Diameter(s): Front: No — Rear: No
°Camber: Front: −1 ± 20′ Laden — °Caster: 7 ± 30′ Laden
Rear: −2 ± 20′ Laden
Ride Height: Fender to Wheel Centerline: FR 13.6 RR 12.7

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	8.937	
Rear:	Disc	8.937	

WEIGHT: 1929#; '78, 2035#

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.

Manufacturer: Ford — Class: SSB
Model: Capri II, 2300, '76-'78

ENGINE In-Line 4 Cyl. OMC

Bore x Stroke	3.781 x 3.126	
Capacity	140.0 CID	
Compression Ratio	8.4:1 '76, 9.0:1	
Valve Head Dia:		
Intake	1.735 Max.	
Exhaust	1.500 Max.	
Spark Plug	Motorcraft AGRF-52	
Induction System	1-2V Holley-Weber	'77
49 States	DS8E - HA	D7RY 9510 K
Calif.	DS8E - FA	D7RY 9510 L
Pri. 1.26		
Sec. 1.417		

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:

	Std.
1.	3.650
2.	1.968
3.	1.368
4.	1.000
5.	

Axle ratio must agree with chassis data plate on car.

Final Drive Ratio(s); 3.44:1 '77: 3.08:1

CHASSIS

Wheelbase ..... 100.92 Track: Front: 53.25 Rear: 54.50
Wheel: Diameter: 13 Rim Width: 5 Mat'l: Steel

Tire Size:
Delivered 165 SR-13
Replacement Sizes ..... HR/SR 165-13; A78/AR78-13; 6.00-13

Spring Specifications:
Front: Coil: Design height x I.D. x Wire Dia. = 6.10 x 4.63 x 0.46
Spring rate 106 #/in.; at wheel 108.5 #/in.
Rear: Length 46.97 x 2.02 wide. 4 leaves.

Sway Bar(s) Diameter(s): Front: Linkless 0.748 Rear: 0.394
°Camber: 0 ± 30′ °Caster: 1 11′ ±30′
1 30′ ± 45′ ('76) 1 30′ + 45′, −30′ ('76)
Ride Height: Fender to Wheel Centerline: FR 13.4 RR 13.2

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front;	Disc	9.63 Working Dia.	
Rear:	Drum	9.0	1.75

WEIGHT: 2446# '77, 2425# '78, 2590#

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Ford — Class: SSB
Model: Capri V-6, II V-6, '76-'78

ENGINE V-6 OHV

Bore x Stroke	93.0 x 68.5 mm/3.661 x 2.697		
Capacity	2792 cc/171 CID		
Compression Ratio	8.7:1 8.2:1 - '76		
Valve Head Dia:			
Intake	1.569		
Exhaust	1.268		
Spark Plug	Motorcraft AGR-42		
Induction System	Holley-Weber	**49 States**	**Calif.**
	Pri. 1.26	74 TF-AB	74 TF-CB
	Sec. 1.417	'77, Autolite 2350	

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:

	'77 & '76	
1.	3.65	Axle ratio must agree
2.	1.97	with data plate on car.
3.	1.37	
4.	1.00	
5.		

Final Drive Ratio(s): Calif. and '77 all: 3.22:1; 49 States: 3.09:1

CHASSIS

Wheelbase ..... 100.9 Track: Front: 53.3 Rear: 54.5
Wheel: Diameter: 13 Rim Width: 5.0 Mat'l: Steel

Tire Size:
Delivered 185/70-13
Replacement Sizes ..... HR/SR 185/70-13; A70, AR 70-13

Spring Specifications:
Front: Coil: Design Ht. x I.D. = 6.10 x 4.63. Wire Dia. 0.46, Spring rate 106 #/in. At wheel 108.5 #/in.
Rear: LxW = 46.97 x 2.02, 4 leaves.
Rate 113.7 #/in. At wheel 124.3 #/in.
Sway Bar(s) Diameter(s): Front: 0.748 Rear: 0.394
°Camber: 0 ± 30′ °Caster: 1 11′ ± 30′

Ride Height: Fender to Wheel Centerline: FR 13.4 RR 13.2

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	9.75 Working Dia.	
Rear:	Drum	9.0	2.25

WEIGHT: 2669# '77, 2639# '78, 2720#

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Ford — Class: SSC
Model: Mustang 2300, Mach I, Cobra II, '76-'78

ENGINE In-Line 4 Cyl. OHC

Bore x Stroke	3.781 x 3.126
Capacity	140 CID/2300 cc
Compression Ratio	9.0:1
Valve Head Dia:	
Intake	1.740 - 1.730
Exhaust	1.510 - 1.490
Spark Plug	Autolight AGRF - 52, '78 AWRF-42

Induction System	**49 States**	**Calif.**
	'77 D7EE-DA or HA	D7EE-AA or KA
	'76 D6ZE-EA	D6ZE-GA
	'78 D8EE-DA or JA	D8BE-DA or CA

All Pri. 1.26, Sec. 1.417

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:

	Std.	**Std. in '76 in 49 States w/2.79:1 differential.**
1.	3.50	4.07
2.	2.21	2.57
3.	1.43	1.66
4.	1.00	1.00
5.		

Axle Codes: #G = 3.55:1, #7 = 3.40:1, #4 = 3.18:1, #3 = 2.79:1
Note: Axle Drive ratio must agree with chasis data plate.

Final Drive Ratio(s): '77-'78, 3.18:1; '76, 2.79:1 or 3.18:1; Calif. 3.40:1

CHASSIS

Wheelbase	96.2	Track: Front:	55.6	Rear:	55.8
Wheel: Diameter:	13	Rim Width:	5.0	Mat'l:	Steel

Tire Size:
Delivered: B78-13
Replacement Sizes: BR78-13; HR/SR 175-13; 6.50-13

Spring Specifications:
Front: Coil: Design Height x I.D.: 8.50 x 3.50, Wire Dia. 0.57. '77 Design H, 9.0 Rate: '76-'77, 300. At wheel in '76 - 109 #/in. '77, '78 - 118 #/in.
Rear: Leaf: LxW = 50.0 x 2.5. RAte 101 #/in. '77 103 #/in.
Rate at wheel: '76 - 107 #/in. (Same '77, '78).
Sway Bar(s) Diameter(s): Front: 0.75 Rear: None; Cobra II: 0.75
°Camber: '76: ½ to 1½, '77, '78: ½ to 1½ °Caster: '77, '78: −⅝ to 2⅜ Nom ⅞ '76: +⅛ to 1⅝ Nom ⅞
Ride Height: Fender to Wheel Centerline: FR 13.0 RR 13.9

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	9.30 Working Dia.	
Rear:	Drum	9.0	1.75

WEIGHT: 2 Dr. 2692# - 3 Dr. 2710# '77, '78: 2 Dr. 2636# - 3 Dr. 2685#

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Ford — Class: SSC
Model: Fiesta-Standard 4 Speed '78

ENGINE In-Line 4 Cyl. OHV

Bore x Stroke	3.2 x 3.1, 81 x 78 mm
Capacity	1598 cc/97.6 CID
Compression Ratio	8.6:1
Valve Head Dia:	
Intake	1.55
Exhaust	1.24
Spark Plug	AWRF-32
Induction System	1 Weber 2V DFT 771F-GC (49 States) Barrel Size DFT 771F-HB (Calif.) DFT 771F-JB (Hi Alt) 1.26/32 mm

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:

	Std.
1.	3.58
2.	2.06
3.	1.03
4.	0.88
5.	

Final Drive Ratio(s): 3.58:1

CHASSIS

Wheelbase ..... 90.0 Track: Front: 52.5 Rear: 52.0
Wheel: Diameter: 12 Rim Width: 4.5 Mat'l: Steel

Tire Size:
Delivered 155SR-12
Replacement Sizes 155 HR/SR-12

Spring Specifications:
Front: Coil: Height 6.07 x .43 wire dia.

Rear: Coil w/Panhard Rod: Height 9.3 x .43 wire dia.

Sway Bar(s) Diameter(s): Front: Tie Bar .70 Rear:
°Camber: +2°25′ ± 1° °Caster: +0°33′ − 0°44′/+1°33′

Ride Height: Fender to Wheel Centerline: FR 13¼ RR 13¼

BRAKES	Type	Diameter	Width (Drum Brakes)
Front:	Disc	8.7	
Rear:	Drum	7.0	1.2

WEIGHT: 1710#

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Ford — Class: SSB
Model: V-6 Mustang II, Mach I, Cobra II - '76-'78

ENGINE 60° V-6, OHV

Bore x Stroke	3.66 x 2.70		
Capacity.....	170.8 CID/2799 cc		
Compression Ratio	8.7:1		
Valve Head Dia:			
Intake.....	1.5695 ± .0075		
Exhaust.....	1.2685 ± .0075		
Spark Plug.....	Autolite AG R-42	'77, '78, AWSP-42	
Induction System .	(2V) Holley Weber.	49 States: D6ZE-AA	'77, 49 States:
		California: D6ZE-CA	Ford 2150, Model D7YE-
	Primary: 1.26	'78 49 States: D8EE-DA or JA	BA 1-2V. Barrel Size
	Secondary: 1.417	Calif.: D8EE-DA or CA	1.564.

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	'76-'77 Std.	'78 Std.	49 States with 2.79:1 or 3.00:1 Axle Ratios ('76)
	1. 3.50	4.07	**Note**: Axle Ratio must agree with chassis
	2. 2.21	2.57	date plate. #3 = 2.79:1; #6 = 3.00:1
	3. 1.43	1.64	#4 = 3.18:1, #7 = 3.40:1
	4. 1.00	1.00	
	5.		

Final Drive Ratio(s): (49 States) 2.79:1, 3.00:1, 3.18:1, (Cal.) 3.40:1
1977-78: 3.00:1, including Air Conditioning.

CHASSIS

Wheelbase	96.2	Track: Front:	55.6	Rear:	55.8
Wheel: Diameter:	13	Rim Width:	5.0	Mat'l:	Steel

Tire Size:
Delivered..... BR 70-13
Displacement Sizes..... B70-13; HR/SR 195/70-13

Spring Specifications: '77, 9.0 Design Height
Front: Coil: Design Height x I.D. = 8.50 x 3.50, Wire Dia. 0.57
Rate: 300 #/in. at wheel 109 #/in. '77-'78 Rate at Wheel 118 #/in.
Rear: Leaf: LxW = 50.0 x 2.5, Rate 101 #/in.
Rate at wheel, 107 #/in.
Sway Bar(s) Diameter(s): Front: 0.75 Rear: None; Cobra II 0.75
°Camber: ¼ to 1¼ Nom ½ °Caster: ⅛ to 1⅝ Nom ⅞
'77-'78: 0.50 thru 1.50 '77-'78: −0.62 thru 2.38
Ride Height: Fender to Wheel Centerline: FR 13.0 RR 13.9

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	9.3 Working Dia.	
Rear:	Drum	9.0	1.75

WEIGHT: 2 Dr. 2820#; '77: 2 Dr. 2733# 3 Dr. Mach I 2789# '78: 2 Dr. 2743#
3 Dr. 2850# 3 Dr. 2782# '78: 3 Dr. 2751# Mach I 2843#

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Ford — Class: SSA
Model: 302 Mustang II, Mach I, Cobra II, '76-'78

ENGINE 90° V-8 OHV — **'78:** 49 States Only

Bore x Stroke	101.7 x 76.2 mm/4.002 x 3.00
Capacity	4950 cc/302 CID
Compression Ratio	8.0:1. '77, '78, 8.4:1
Valve Head Dia:	
Intake	1.782
Exhaust	1.451
Spark Plug	Motorcraft ARF-42. '77, '78, ARF-52
Induction System	Motorcraft D6ZE-JA. Barrel 1.564 Dia. (All) '77, 49 States Ford 2150 Model D7BE-MA. (2V) '78, 49 States Ford 2150 Model D8BE-KA. (2V)

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.
1.	2.64
2.	1.89
3.	1.34
4.	1.00
5.	

Final Drive Ratio(s): 3.00:1

CHASSIS

Wheelbase ..... 96.2 — Track: Front: 55.6 — Rear: 55.8
Wheel: Diameter: 13 — Rim Width: 5.5 — Mat'l: Steel

Tire Size:
Delivered 195/70-13
Replacement Sizes ..... HR/SR 195/70-13; C70-CR 70-13

Spring Specifications:
Front: Coil: Tag numbers acceptable: EVA, SKY, FAG, TIC, MEM, VOT or NIC
'77-'78 Design Height 9.0 I.D. 3.50 Dia. 0.57. Rate 300 #/in. At wheel 118 #/in.
Rear: Leaf: 50 x 2.5. Spring Rate 115 #/in. At wheel 107 #/in. (All) '77-'78 103 #/in.
Sway Bar(s) Diameter(s): Front: 0.75 Rear: None; Cobra II 0.75
°Camber: .25 to 1.25. Nom. 5 °Caster: 125 to 1.625. Nom. .875
'77-'78: −0.50 to + 1.50 '77-'78: −0.62 to + 2.38
Ride Height: Fender to Wheel Centerline: FR 13.0 RR 13.9

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	9.30	
Rear:	Drum	9.0	1.75

WEIGHT: 3064#, '77, 2920#; '78: 3017#

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Ford
Model: Fiesta S (Sport) and Ghia

Class: SSB

ENGINE 4 Cyl. In-Line OHV

Bore x Stroke	3.2 x 3.1, 81 x 78 mm
Capacity	1958 cc/97.6 CID
Compression Ratio	8.6:1
Valve Head Dia:	
Intake	1.55
Exhaust	1.24
Spark Plug	AWRF-32
Induction System	1 Weber 2V DFT 771F-GC (49 States) Barrel Size 771F-HB (Calif.) 1.26/32 mm 771F-JB (Hi Alt)

TRANSIMSSION AND DRIVE TRAIN

Gearbox Ratios:	Std.
1.	3.58
2.	2.06
3.	1.03
4.	0.88
5.	
Final Drive Ratio(s):	3.58:1

CHASSIS

Wheelbase ..... 90.0 Track: Front: 52.5 Rear: 52.0
Wheel: Diameter: 12 Rim Width: 4.5 Mat'l: Steel

Tire Size:
Delivered..... 155 SR-12
Replacement Sizes..... 155 HR/SR-12

Spring Specifications:
Front: Coil Height 6.07 x .43 wire dia.

Rear: Coil w/Panhard Rod Height 9.3 x .43 wire dia.

Sway Bar(s) Diameter(s): Front: Tie Bar .70 Rear: 0.5
°Camber: + 2°25′ ±1° °Caster: + 0°30′ − 0°33′/+ 1°33′

Ride Height: Fender to Wheel Centerline: FR 13¼ RR 13¼

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes**
Front:	Disc	8.7	
Rear:	Drum	7.0	1.2

WEIGHT: Sport 1748#, Ghia 1792#

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.
Sport only, heavy duty shocks

Manufacturer: Ford — Class: SSC
Model: Pinto 2300, Sedan, Hatchback '76-'78, and Stallion 1976

ENGINE In-Line 4 Cly. SOHC

Bore x Stroke	96.0 x 79.4 mm/3.781 x 3.126
Capacity	2298 cc/140 CID
Compression Ratio	9.0:1
Valve Head Dia;	
Intake	1.730 - 1.740
Exhaust	1.490 - 1.510
Spark Plug	Autolite AGRF - 52. '77 MRF - 42. '78 AWRF-42
Induction System	Motorcraft)2V) 5200. 49 States - D62E-AA,PA, JA, LA or MA. California: D62E-CA, GA. '77: Holley Weber #9510.
All: Pri. 1.260 Sec. 1.417	49 States: D6BE-AA, Calif. D6EE-CA. '78 (All) D8EE-DA or JA

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std. '76 and High Altitude '77	Std. '77-'78
1.	3.65	3.98
2.	1.97	2.14
3.	1.37	1.42
4.	1.00	1.00
5.		

Final Drive Ratio(s): '76: 50 States 3.18:1. A/C 3.40:1
'77-'78: 50 States & A/C 2.73:1. High Altitude 3.18:1

CHASSIS

Wheelbase ..... 94.5 Track: Front: 55.0 Rear: 55.8
Wheel: Diameter: 13 Rim Width: 5.0 Mat'l: Steel

Tire Size:

Delivered	B78-13. Stallion A70-13. '77-'78: A78-13B
Replacement Sizes	B78, BR78-13; HR/SR 175-13. Stallion: A70, AR 70-13; HR/SR 185/70-13, '77-'78: HR/SR 165-13; 6.00-13.

Spring Specifications:
Front: Coil: I.D. 3.50, Dia.: 0.552
Design Height: 8.50. '77-'78, 9.0
RearL 4 Leaves + Stub Leaf, 48.5 long, 2.5 wide.
Spring Rate 107 #/in. Rate at wheel 126 #/in. '77, 122 #/in. at wheel.
Sway Bar(s) Diameter(s): Front: 0.8 (Stallion) Rear: None
°Camber: 0 to 1.5 (.75 .nom) °Caster: .5 to 2.0 (1.25 .nom)

Ride Height: Fender to Wheel Centerline: FR 14.1 RR 14.8

BRAKES	Type	Diameter	Width (Drum Brakes)
Front:	Disc	9.30	
Rear:	Drum	9.0	1.75

WEIGHT 2 Dr. 2481#, 3 Dr. 2517#. '77-'78: 2 Dr. 2360#, 3 Dr. 2411#

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.
Stallion: Styled Steel Wheels 5.0 x 13.

Manufacturer: Fuji Heavy Industries — Class: SSC
Model: Subaru (All models except station wagon) 4 & 5 Speed

ENGINE Horizontal opposed 4 Cyl. OHV

		'77-'78
Bore x Stroke	85.0 x 60.0 mm	92.0 x 60.0
Capacity	1361 cc/83.0 CID	1595 cc/97 CID
Compression Ratio	8.5:1 ('75 9.0:1)	8.5:1
Valve Head Dia:		
Intake	1.440	1.567
Exhaust	1.285	1.365
Spark Plug	L45W, BP6ES, W20EP	
Induction System	1 Hitachi (2V) (Zenith Stromberg type)	
Model:	306-6 '76: DCJ 306-7 '77-'78: DCJ 306-8, 9	
Throttle Bore:	Pri. 102, Sec. 1.18	
Venturi Dia.:	Large x middle x small: Pri. .87 x .32. '77-'78. 0.87 x 0.31	
	Sec. 1.06 x 0.51 x 0.28	

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std. (DL)	(GP)	All 5 Speeds '77-'78	
1.	3.67	3.31	3.66	
2	2.16	2.16	2.16	'77-'78: DL 4 Dr, STD 4
3.	1.46	1.52	1.46	DL 2 Dr, STD 5
4.	1.03	1.16	1.03	2 Dr Sedan STD 4
5.		0.94	0.78	GR Hardtop STD 5

Final Drive Ratio(s): 4.13:1 (All Calif. 3.9:1) '77-'78, 3.70:1

CHASSIS

Wheelbase ..... 96.7 — Track: Front: 50.2 — Rear: 48.0
Wheel: Diameter: 13 — Rim Width: 4½ — Mat'l: Steel

Tire Size:
Delivered 155SR-13
Replacement Sizes 155 HR-13; 5.90-13

Spring Specifications:
Front: Coil. McPherson Strut type
Wire Dia.: 0.49, Coil Dial: 4.13, Length: 13.48
Rear: Individual torsion, 0.78 x 20.28

Sway Bar(s) Diameter(s): Front: 0.79 Rear: No
°Camber: 1½ ± 30' °Caster: 0 to 1½
Rear 1½ to ¼
Ride Height: Fender to Wheel Centerline: FR 14.3 RR 13.8

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	7.24	
Rear:	Drum	7.09	1.18

WEIGHT: 2 Dr. Sedan: 1901#; 4 Dr. Sedan: 1946#; "DL": 1916#; "GF": 1976#

OPTIONAL EQUIPMENT

Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

'77-'78: GF Hardtop 5 Speed 1961#
DL Coupe 5 Speed 1916#
DL 2 Dr. Sedan 4 Speed 1896#
DL 4 Dr. Sedan 4 Speed 1947#
2 Dr. Sedan 4 Speed 1891#

All dimensions in inches unless otherwise specified

Manufacturer: Honda
Model: Accord

Class: SSC

ENGINE In-Line 4 Cyl. SOHC

Bore x Stroke	74 x 93 mm/2.91 x 3.66	
Capacity	1599 cc/97.63 CID	
Compression Ratio	8.0:1	
Valve Head Dia:		
Intake	34.9 to 35.1 mm	
Exhaust	27.9 to 28.1 mm	
Spark Plug	NGK BP6ES, B6ES; ND W-2	77-'78: W-20ES-L, W-22ES-L W-16ES-L NGk; B-6ES, B-5ES, B-7ES
Induction System	(3V) Downdraft Keihin	
Venturi Dia's:	0.87/1.14/0.28	

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.
1.	3.18
2.	1.82
3.	1.18
4.	0.84
5.	0.71
Final Drive Ratio(s):	4.266:1

CHASSIS

Wheelbase ..... 93.7 Track: Front: 55.1 Rear: 54.7
Wheel: Diameter: 13 Rim Width: 4½ Mat'l: Steel

Tire Size:
Delivered..... 155 SR-13
Replacement Sizes..... HR/SR 155-13; 5.90-13

Spring Specifications:
Front: Coil (McPherson Strut) 0.485

Rear: Coil (McPherson Strut) 0.475

Sway Bar(s) Diameter(s): Front: 0.755 Rear: No
°Camber: 0 - 40 °Caster: 1 50
Rear - 0 20
Ride Height: Fender to Wheel Centerline: FR 14.2 RR 13.2

BRAKES	Type	Diameter	Width (Drum Brakes)
Front:	Disc	7.4	
Rear:	Drum	7.1	

WEIGHT: 1932# '77, 1935#; '78, 2024#

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Honda — Class: SSC
Model: Civic, all models & engines, 4-speed and 5-speed

ENGINE	Civic	CVCC
Bore x Stroke	72.0 x 76.0 mm	74.0 x 86.5 mm
Capacity	1237 cc/75.5 CID	1487 cc/90.8 CID
Compression Ratio	8.1:1	7.9:1
Valve Head Dia:		
Intake	34 mm	'76: 34 mm. '77-'78: 35 mm
Exhaust	30 mm	29 mm
Spark Plug	NGK BP6ES	B6ES
Induction System	Hitachi 2V	Keihin 3V
		Primary Venturi 0.866
Pri.	0.79	Secondary Venturi 1.142
Sec.	1.02	Aux. Venturi 0.276

TRANSMISSION AND DRIVE TRAIN	Std.	'77 Civic 5-speed	CVCC '77-'78 4-Spd.	CVCC '77-'78 5-Spd.
Gearbox Ratios: 1.	3.00	3.00	3.18	3.18
2.	1.74	1.79	1.82	1.82
3.	1.13	1.18	1.18	1.18
4.	0.78	0.85	0.85	0.85
5.		0.66		0.71
Final Drive Ratio(s):	'76: 4.266:1	4 900:1 4.066:1 ('76)	3.88:1	4.07:1

CHASSIS
Wheelbase ..... 86.6 Track: Front: 51.2 Rear: 50.4
Wheel: Diameter: 12 Rim Width: 4.5 Mat'l: Steel

Tire Size:
Delivered ..... 6.00-12 & SR 155-12
Replacement Sizes ..... HR/SR 155-12; 6.00-12

Spring Specifications:
Front: Coil: Free length 11.7

Rear: Coil: Free length 11.4

Sway Bar(s) Diameter(s): Front: 0.552 CVCC 0.625 Rear: No
°Camber: Civic: FR&RR +30' to 0 °Caster: 1 to 45' FR&RR
CVCC: FR&RR 0 ± 30' to 2 0'
Ride Height: Fender to Wheel Centerline: FR 14.2 RR 13.4

BRAKES	Type	Diameter	Width (Drum Brakes)
Front:	Disc	9.0	
Rear:	Drum	7.0	1.4

		'76 2 Dr.	3 Dr. 4 Spd.	5-Spd. Hatch	'77-'78 2 Dr.	'77-'78 3 Dr.
WEIGHT:	Civic	1618#	1651#		{1595#	{1730#
	CVCC	1693#	1726#	1736#		

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

All dimensions in inches unless otherwise specified

Manufacturer: Nissan
Model: Datsun 200 SX

Class: SSB

ENGINE 4 Cyl. In-Line OHV

Bore x Stroke	3.35 x 3.39 /85.1 x 86.1 mm
Capacity	119 CID/1952 cc
Compression Ratio	8.5:1
Valve Head Dia:	
Intake	1.650 to 1.657
Exhaust	1.378 to 1.386
Spark Plug	BP6ES, L45PW
Induction System	1 - 2V Hitachi

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.
1.	3.38
2.	2.01
3.	1.31
4.	1.00
5.	0.85
Final Drive Ratio(s):	3.89:1

CHASSIS

Wheelbase ..... 92.0 Track: Front: 50.4 Rear: 49.8
Wheel: Diameter: 13 Rim Width: 4.5 Mat'l: Steel

Tire Size:
Delivered 175/70 HR/SR-13
Replacement Sizes ..... None

Spring Specifications:
Front: McPherson Strut, Coil, 0.475 Dia.

Rear: Semi-elliptic 4 leaf, 2 wide

Sway Bar(s) Diameter(s): Front: 0.775 Rear: None
°Camber: 20′ to 1 50′ °Caster: 1 05′ to 2 35′

Ride Height: Fender to Wheel Centerline: FR 14.1 RR 10.5

BRAKES	Type	Diameter	Width (Drum Brakes)
Front:	Disc	9.6	
Rear:	Drum	9.0	1.6

WEIGHT: 2264#; '78, 2385#

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Nissan
Model: Datsun 510

Class: SSB

ENGINE In Line 4 Cyl. OHC

Bore x Stroke	85.1 x 86.1 mm/3.35 x 3.39
Capacity	1952 cc/119.1
Compression Ratio	8.5:1
Valve head Dia:	
Intake	1.650-1.657
Exhaust	1.378-1.386
Spark Plug	BP6ES, L45PW
Induction System	1 2V Hitachi

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.
1.	3.38
2.	2.01
3.	1.31
4.	1.00
5.	0.85
Final Drive Ratio(s):	3.55:1

CHASSIS

Wheelbase ..... 94.5 Track: Front: 52.5 Rear: 52.4
Wheel: Diameter: 13 Rim Width: 4.5 Mat'l: Steel

Tire Size:

Delivered	165/70 HR/SR 13
Replacement Sizes	None

Spring Specifications:
Front: Coil: O.D. 3.94 x .44 Height 15.55 w/ac 16.02 (8.5 turns)

Rear: Coil: O.D. 3.54 x .41 Height H/B 13.70, 2 Dr 14.25 (9.5 turns)

Sway Bar(s) Diameter(s): Front: 19 mm Rear:
°Camber: − 15′ + 1°15′ °Caster: + 1°5′/2°35′

Ride Height: Fender to Wheel Centerline: FR 14.7 RR 13.7

BRAKES	Type	Diameter	Width (Drum Brakes)
Front:	Disc	9.7	
Rear:	Drum	9.0	1.6

WEIGHT: 2277#

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Nissan
Model: Datsun B210, All Models

Class: SSC

ENGINE In-Line 4 Cyl. OHV

Bore x Stroke	75.9 x 77.0 mm
Capacity	1397 cc/85.2 CID
Compression Ratio	8.5:1
Valve Head Dia:	
Intake	1.457 to 1.465
Exhaust	1.181 to 1.189
Spark Plug	BP5ES, L46-PW
Induction System	1 Hitachi (2V)

TRANSMISSION AND DRIVE TRAIN Hatchback '77-'78

Gearbox Ratios:	Std.	5-Speed
1.	3.51	3.382
2.	2.17	2.013
3.	1.38	1.312
4.	1.00	1.000
5.		0.854
Final Drive Ratio(s):	3.889:1	'77-'78, 3.70:1

Note: 1976 rear end ratios changed per bulletin dated Jan. 18, 1977 to 3.70:1

Car Series	Starting Serial No.
Coupe KHLB 210	171433
7000 Series HLB 210	770792
8000 Series HLB 210	848342
9000 Series HLB 210	915207

CHASSIS

Wheelbase ..... 92.1 Track: Front: 50.2 Rear: 49.0
Wheel: Diameter: 13 Rim Width: 4½ Mat'l: Steel

Tire Size:

Delivered	155-13/6.15-13
Replacement Sizes	HR/SR 155-13; A78, AR78-13

Spring Specifications:	Wire Dia.	Coil Turns	Coil Dia.	Coil Effect. Turns	Free Length	Installed Ht.-"lb.
Front: W/O Air	.413	9.0	3.94	7.5	14.8	8.1/600
W/Air	.423	9.75	3.94	8.25	15.0	8.1/633

Rear: LXWXTh / # Leaves: 45.87 x 1.97 x 263-2

Sway Bar(s) Diameter(s): Front: 0.715 Rear: No
°Camber: 25' to 1 55' °Caster: 1 to 2 30'

Ride Height: Fender to Wheel Centerline: FR 14.0 RR 13.1

BRAKES	Type	Diameter	Width (Drum Brakes)
Front:	Disc	9.65	
Rear:	Drum	8.0	1.378

WEIGHT: 4 dr. Sedan 1946#, 2 Dr. Sedan 1901#, Hatch Back 1946#, Honey Bee 1891#

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Nissan
Model: Datsun F-10 2-Door Sedan

Class: SSC

ENGINE 4 Cyl. OHV

Bore x Stroke	76.0 x 77.0 mm	
Capacity	1397 cc/85.2 CID	
Compression Ratio	8.5:1	
Valve Head Dia:		
Intake	1.457 to 1.465	
Exhaust	1.181 to 1.199	
Spark Plug	---------- Cold:	BP6ES, L46PW. Std: BP5ES, L46PW
Induction System	1 Hatchi (2V)	BP7ES, L45PW. Hot: BP4E, L47FW
Diameter at Butterfly:	Primary 26 mm	
	Secondary 30 mm	

TRANSMISSION AND DRIVE TRAIN (Front Wheel Drive)

Gearbox Ratios:

	Std.
1.	3.275
2.	1.977
3.	1.383
4.	1.000
5.	

Final Drive Ratio(s): 3.833:1 '77-'78, 3.47:1

CHASSIS

Wheelbase 94.3 Track: Front: 51.25 Rear: 49.19
Wheel: Diameter: 13 Rim Width: 4½ Mat'l: Steel

Tire Size:
Delivered 155 SR-13; '77 165/70-13
Replacement Sizes 155 HR-13, 5.90-13; '77, HR/SR 165/70-13

Spring Specifications:	**Rt. Spring**	**L. Spring**
Front: Wire Dia.	0.472	0.465
Installed Height/Load	8.39"/732#	8.39"/686#
Rear: Installed Height/load (Both)	5.98"/686#	

Sway Bar(s) Diameter(s): Front: 0.793 Rear: No
°Camber: 50' to 2 20' °Caster: 20' to 1 50'

Ride Height: Fender to Wheel Centerline: FR 15.2 RR 13.4

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	9.45	
Rear:	Drum	8.0	1.378

WEIGHT: 1902#, '78, 1950#

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Nissan
Model: Datsun 280Z Coupe
Class: SSA

ENGINE 6 Cyl. In-Line SOHC

Bore x Stroke	86.1 x 79.0 mm
Capacity	2753 cc/168.0 CID
Compression Ratio	8.3:1
Valve Head Dia:	
Intake	1.732 to 1.740
Exhaust	1.378 to 1.386
Spark Plug	B6ES, L45W
Induction system	Bosch Electric Injection
	Dia. of Air Throttle = 50 mm

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.
1.	3.321
2.	2.077
3.	1.308
4.	1.000
5.	

Final Drive Ratio(s): 3.545:1

CHASSIS

Wheelbase ..... 90.7 Track: Front: 53.5 Rear: 53.0
Wheel: Diameter: 14 Rim Width: 5 Mat'l: Steel

Tire Size:
Delivered..... 195/70-14
Replacement Sizes..... HR/SR 195/70-14: D70, DR70-14

Spring Specifications:	Active Turns of Coil	Free Length	Spring Constant
Front:	9.5	15.98	103.0 #/in.
Rear:	8.5	15.4	197.7

Sway Bar(s) Diameter(s): Front: 0.713 Rear: 0.787
°Camber: 0 18′ to 1 48′ °Caster: 2 3′ to 3 33′
Rear: −3′ to 1 27′
Ride Height: Fender to Wheel Centerline: FR 15.1 RR 15.4

BRAKES	Type	Diameter	Width (Drum Brakes)
Front:	Disc	10.67	
Rear:	Drum	9.0	1.575

WEIGHT: 2582#; '78, 2765#

OPTIONAL EQUIPMENT
appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Nissan
Model: Datsun 280Z 2+2

Class: SSA

ENGINE 6 Cyl. In-Line SOHC

Bore x Stroke	86.1 x 79.0 mm
Capacity	2753 cc/168.0 CID
Compression Ratio	8.3:1
Valve Head Dia:	
Intake	1.732 to 1.740
Exhaust	1.378 to 1.386
Spark Plug	B6Es, L45W
Induction System	Bosch Electric Injection
	Dia. of Air Throttle + 50 mm

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.
1.	3.321
2.	2.077
3.	1.308
4.	1.000
5.	
Final Drive Ratio(s):	3.545:1

CHASSIS

Wheelbase ..... 102.6 Track: Front: 53.3 Rear: 53.0
Wheel: Diameter: 14 Rim Width: 5 Mat'l: Steel

Tire Size:

Delivered	195/70-14
Replacement Sizes	HR/SR 195/70-14; D70, DR70-14

Spring Specifications:	Active Turns of Coil	Free Length	Spring Constant
Front:	8.5	15.71	115.4 #/in.
Rear:	8.5	15.4	197.7

Sway Bar(s) Diameter(s): Front: 0.787 Rear: 0.80
°Camber: 0 21′ to 1 51′ °Caster: 2 3′ to 3 33′
Rear: −9′ to 1 21′
Ride Height: Fender to Wheel Centerline: FR 5.1 RR 15.4

BRAKES	Type	Diameter	Width (Drum Brakes)
Front:	Disc	10.67	
Rear:	Drum	9.0	1.575

WEIGHT: 2732#; '78, 2915#

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Nissan — Class: SSC
Model: Datsun 610, All Models except Station Wagon

ENGINE In-Line 4 Cyl. SOHC

Bore x Stroke	85.1 x 86.1 mm
Capacity	1952 cc/119 CID
Compression Ratio	8.5:1
Valve Head Dia:	
Intake	1.654 x 1.661
Exhaust	1.378 to 1.386
Spark Plug	BP6Es, L45PW
Induction System	1 Hitachi (2V) DCH 340

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.
1.	3.38
2.	2.01
3.	1.31
4.	1.00
5.	
Final Drive Ratio(s):	3.70:1

CHASSIS

Wheelbase ..... 98.4 — Track: Front: 51.6 — Rear: 52.0
Wheel: Diameter: 13 — Rim Width: 4½ — Mat'l: Steel

Tire Size:

Delivered	165-13
Replacement Sizes	HR/SR 165-13; A78, AR78-13; 6.00-13

Spring Specifications:	W/Air Cond.	W-O Air Cond.
Front: Installed Height/Load (in/lb)	8.62/717 to 774	8.23/717 to 774
Spring Constant (lb/in)	95.8	95.8

Rear: Wire Dia. .571, Coil Dia. 3.54, Coil turns 11.0, Free length 12.91

Sway Bar(s) Diameter(s): Front: 18 mm or 20 mm — Rear: No
°Camber: 1 15′ to 2 45′ — °Caster: 1 05′ to 2 35′

Ride Height: Fender to Wheel Centerline: 2 Dr. FR 15.0 RR 16.0

BRAKES	Type	Diameter	Width (Drum Brakes)
Front:	Disc	9.625	
Rear:	Drum	9.0	1.575

WEIGHT: Hardtop 2382#, 4 Dr. Sedan 2387#

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Nissan — Class: SSC
Model: Datsun 710

ENGINE In-Line 4 Cyl. SOHC

Bore x Stroke	85.1 x 86.1 mm
Capacity	1952 cc/119 CID
Compression Ratio	8.5:1
Valve Head Dia:	
Intake	1.650 to 1.657
Exhaust	1.378 to 1.386
Spark Plug	BP6ES, L45PW
Induction System	1 Hitachi (2V)

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.
1.	3.38
2.	2.01
3.	1.31
4.	1.00
5.	
Final Drive Ratio(s):	3.70:1

CHASSIS

Wheelbase ..... 96.5 — Track: Front: 51.6 — Rear: 52.4
Wheel: Diameter: 13 — Rim Width: 4½ — Mat'l: Steel

Tire Size:

Delivered	6.45-13
Replacement Sizes	HR/SR 165-13; A/AR 78-13

Spring Specifications:
Front: Wire Dia. .492, Coil Dia. 5.12, Coil Turns 8.0, Free Length 16.0

Rear: 1 x W x Th. - # Leaves: $47.2 \times 2.36 \times \begin{matrix} 0.236 - 4 \\ 0.197 - 1 \end{matrix}$

Sway Bar(s) Diameter(s): Front: 18 or 20 mm — Rear: No
°Camber: 1 25′ to 2 25′ — °Caster: 1 10′ to 2 40′

Ride Height: Fender to Wheel Centerline: (2 Dr.) FR 14.7 RR 13.7

BRAKES	Type	Diameter	Width (Drum Brakes)
Front:	Disc	9.7	
Rear:	Drum	9.0	1.575

WEIGHT: 2 Dr. Sedan 2292#, 4 Dr. Sedan 2314#, 2 Dr. Hardtop 2311#

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Oldsmobile
Model: Starfire V-6 4 Speed

Class: SSB

ENGINE V-6 90 OHV

Bore x Stroke	3.80 x 3.40
Capacity	231 CID
Compression Ratio	8.0:1
Valve Head Dia:	
Intake	1.625
Exhaust	1.425
Spark Plug	R46TSX
Induction System	Rochester Model 2GC 2BBL, #17057145 Pri. 1.093 Sec. 1.091

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:

	Std.
1.	3.11
2.	2.20
3.	1.47
4.	1.00
5.	

Final Drive Ratio(s): 2.56:1 '78, 2.93:1

CHASSIS

Wheelbase ..... 97.0 Track: Front: 54.7 Rear: 53.6
Wheel: Diameter: 13 Rim Width: 5 Mat'l: Steel

Tire Size

Delivered	B78-13B
Replacement Sizes	BR78-13; HR/SR 175-13; 6.50-13

Spring Specifications:	Wire Dia.	Spring Rate
Front: Coil	.562	325 lb./in.
Rear: Coil	.499	130 lb./in.

Sway Bar(s) Diameter(s): Front: 0.875 Rear: 0.750
°Camber: .5 ± .75 °Caster: −.75 ± 1

Ride Height: Fender to Wheel Centerline: FR 14.2 RR 15.2

BRAKES	Type	Diameter	Width (Drum Brakes)
Front:	Disc	9.88 working dia.	
Rear:	Drum	9.5	2.0

WEIGHT: 2865#; '77, 2705 #; '78, 2827#

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Opel (Germany) Class: SSB
Model: 1900 Sedan, Manta, Manta Rallye

ENGINE In-Line 4 Cyl. OHV

Bore x Stroke	93.0 x 69.8/3.66 x 2.75
Capacity	1897 cc/115.7 CID
Compression Ratio	9.0:1
Valve Head Dia:	
Intake	1.57
Exhaust	1.339
Spark Plug	AC 42.6FS
Induction System	Electronic Fuel Injection

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.
1.	3.43
2.	2.16
3.	1.37
4.	1.00
5.	
Final Drive Ratio(s):	3.67:1

CHASSIS

Wheelbase ..... 95.7 Track: Front: 52.4 Rear: 52.0
Wheel: Diameter: 13 Rim Width: 5.5 Mat'l: Steel

Tire Size:
Delivered 165-13
Replacement Sizes ..... HR/SR 165-13; A78/AR-13; 6.00-13

Spring Specifications:
Front: Coil: 0.480

Rear: Coil: 0.505

Sway Bar(s) Diameter(s): Front: 0.870 Rear: None
°Camber: ½ to −1¼ °Caster: 3 to 6

Ride Height: Fender to Wheel Centerline: FR 13.1 RR 11.3

BRAKES	Type	Diameter	Width (Drum Brakes)
Front:	Disc	9.4	
Rear:	Drum	9.0	1.97

WEIGHT: 2-door Sedan 2127 lbs. Manta 2156 lbs.

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Plymouth Class: SSC
Model: Arrow 160, GS, 4 Speed, and GT 5 Speed

ENGINE In-Line 4 Cyl. OHC Model 4G32 Engine

Bore x Stroke	76.9 x 86.0 mm
Capacity	1597 cc/97.5 CID
Compression Ratio	8.5:1
Valve Head Dia:	
Intake	1.50
Exhaust	1.22
Spark Plug	BPR 6 ES or RN-9 YC or RN-9Y
Induction System	2 Mikuni-Kogyo (2V) Model 22-32 DIDTA -54 (49 States), -50 (Calif.) Pri. Barrel 1.10, Sec. 1.26 Dia. '77: Model 28-32 DIDTA - 64 (49 States) '78 - 74 - 60 (California) - 70 - 66 (High Altitude) - 78

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std. All '76 and '77 "160"	Std. '77 GT	Std. '78GT
1.	3.525	3.215	3.215
2.	2.193	2.215	2.000
3.	1.442	1.316	1.316
4.	1.000	1.000	1.000
5.		0.853	0.853

Final Drive Ratio(s): 3.889:1 '77, '78 GT 4.22:1

CHASSIS

Wheelbase ..... 92.1 Track: Front: 51.2 Rear: 50.0
Wheel: Diameter: 13 Rim Width: 4½ GT:5 GS:5 Mat'l: Steel

Tire Size:
Delivered..... 6.00-13. GT:165 SR-13
Replacement Sizes..... HR/SR 165-13; A78, AR78-13; 6.00-13

Spring Specifications:
Front: Coil: Design height x I.D. = ± 19.0 kN/m
Spring Rate 20.7 kN/m Rate at wheel 19.0 kN/m
Rear: 2 Leaves, 45.28 x 1.97. Spring Rate 23.0 kN/m*

Sway Bar(s) Diameter(s); Front: Link, .91 Rear: None
°Camber: 1 ± 30′ °Caster: 2 05′ ± 30′

Ride Height: Fender to Wheel Centerline: FR 13.6 RR 12.7

BRAKES	Type	Diameter	Width (Drum Brakes)
Front:	Disc	9.01 working dia.	
Rear:	Drum	9.0	1.59

WEIGHT: (49 States) 2016#; (Calif.) 2038#; GT, All: 2098#
'77-'78, 2065#; Calif. 2087#

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.
Silent Shaft.
* See ASTM 380 for Interntaional System of Units.

All dimensions in inches unless otherwise specified

Manufacturer: Plymouth
Model: Arrow, GS, GT 2000, 5 Speed

Class: SSB

ENGINE In-Line 4 Cyl. OHC Model 4G 52 Engine

Bore x Stroke	84.0 x 90.0 mm
Capacity	1995 cc/121.7 CID
Compression Ratio	8.5:1
Valve Head Dia:	
Intake	1.70
Exhaust	1.38
Spark Plug	BPR6ES, RN-9YC or RN-9Y
Induction System	Mikuni-Kogyo (2V) Model 30-32 DIDTA-54 (49 States), -50 Calif. Primary Barrel 1.18, Secondary 1.26 Dia. '77: - 64 (49 States); -60 (California); '78 - 74 (49 States); -70 (California)

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.
1.	3.369
2.	2.035
3.	1.360
4.	1.000
5.	0.856
Final Drive Ratio(s):	3.889:1 '78, 3.909:1

CHASSIS

Wheelbase	92.1	Track: Front:	51.2	Rear:	50.0
Wheel: Diameter:	13	Rim Width:	5	Mat'l:	Steel

Tire Size:
Delivered 165 SR 13.GS: 6.00-13
Replacement Sizes 165 HR 13; A78, AR 78-13; 6.00-13

Spring Specifications:
Front: Coil Design HEIGHT X ID = 14.07 x 4.63
Spring Rate 21.0 kN/m Rate at wheel 19.3 kN/m
Rear: 2 Leaves, 45.28 x 1.97 Spring Rate 23.0 kN/m

Sway Bar(s) Diameter(s): Front: Link, .91 Rear: None
°Camber: 1 ± 30′ °Caster: 2 05 ± 30′

Ride Height: Fender to Wheel Centerline: FR 13.6 RR 12.7

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	8.94 Working Dia.	
Rear:	Drum	9.0	1.57

WEIGHT: 2208# (49 States), 2230# (Calif.), '77-'78, 2220#

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.
Silent Shaft.

1 See ASTM 380 for International System of Units.

Manufacturer: Plymouth
Model: Horizon

Class: SSC

ENGINE 4 Cyl. in-line SOHC

Bore x Stroke	79.5 x 86.4 mm (3.13 x 3.40)
Capacity	1.7 (104.7 CID)
Compression Ratio	8.2:1
Valve Head Dia:	
Intake	1.33 - 1.34
Exhaust	1.22 - 1.23
Spark Plug	RN-12Y or Bosch W145-TR30
Induction System	One Holley 2V
	PRI 1.26 Sec. 1.42 R 8505A (49 States) R 8384A (Calif)
	w/AC { R 8507A (49 States) R 8386A (Calif)

TRANSMISSON AND DRIVE TRAIN

Gearbox Ratios:

	Std.
1.	3.45
2.	1.94
3.	1.29
4.	0.97
5.	

Final Drive Ratio(s): 3.3.1 (49 States) 3.5:1 (Calif.)

CHASSIS

Wheelbase ..... 99.2 Track: Front: 55.5 Rear: 55.1
Wheel: Diameter: 13" Rim Width: 4.5" Mat'l Steel

Tire Size:
Delivered ..... P 155/80R x 13
Replacement Sizes ..... 155 HR/SR x 13

Spring Specifications:
Front: Coil 7.95 x 5.98 I.D.

Rear Coil 9.72 x 3.35 I.D.

Sway Bar(s) Diameter(s): Front: 0.87 Rear:
°Camber: +3°

Ride Height: Fender to Wheel Centerline: FR 14¼ RR 14½

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	8.98	
Rear:	Drum	7.87	1.18

WEIGHT: 2076#

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.
Shocks: Front Delco piston I.D. 1.26, Rear Gabriel piston I.D. 1.0

Manufacturer: Plymouth
Model: Sapporo 1600 '78

Class SSB

ENGINE: 4 Cyl. in-line SOHC

Bore x Stroke	76.9 x 86.0 mm		
Capacity	1597 cc		
Compression Ratio ..	8.5:1		
Valve Head Dia.			
Intake	1.50		
Exhaust	1.22		
Spark Plug	NGK-BPR6ES or Champion RN-9Y		
Induction System	One Mikuni 2B 28-32DIDTA	— 70 49 States	P 1.10
		—170 Calif.	S 1.25

TRANSMISSION AND DRIVE TRAIN

	Std.
Gearbox Ratios:	
1.	3.215
2.	2.000
3.	1.316
4.	1.000
5.	0.853
Final Drive Ratio(s):	4.22:1

CHASSIS

Wheelbase ..... 99.0 Track: Front: 53.93 Rear: 53.34
Wheel: Diameter: 14 Rim Width: 5 Mat'l: Steel

Tire Size:
Delivered ..... 195/70 HR x 14
Replacement Sizes ..... 195/70 HR/SR x 14

Spring Specifications:
Front: Coil 14.7" x 4.62"

Rear: 11.0" x 4.22"

Sway Bar(s) Diameter(s): Front: 0.78" Rear:
°Camber: 1°15' ± 30' °Caster: 2°40' ± 30'

Ride Height: Fender to Wheel Centerline: FR 14¼ RR 14¼

BRAKES	Type	Diameter	Width (Drum Brakes)
Front:	Disc	9.95	1.6
Rear:	Drum	9	1.6

WEIGHT: #2418

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Pontiac
Model: Astra 2300; Astra SJ, 4-speed

Class SSC

ENGINE In-line 4, OHC

Bore x Stroke	3.501 x 3.625
Capacity	140 CID
Compression Ratio	'76, 7.9:1
Valve Head Dia:	'77, 8.0:1
Intake	1.615 - 1.625
Exhaust	1.370 - 1.380
Spark Plug	R43TSX

Note: In 1977, this engine is available only in California; 49 States use 2475 cc engine. See SSS Page #57

Induction System	Astre 2300 (1V)	Astre SJ (2V)
(1V) Barrel 1.44	1976: All models have 1V.	
(2V) PRI 1.24, SEC 1.4	Carb model 17056023	(17056027 w/air)
	1977: (All) Holly #5210	

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std. '77	Std. '76
1.	3.11	3.75
2.	2.20	2.16
3.	1.47	1.38
4.	1.00	1.00
5.		

Final Drive Ratio(s) 1976 2.93:1 2.93:1 '77 All 2.92:1

CHASSIS

Wheelbase ..... 97.0 Track: Front:'76, '77: 55.2 Rear: '76, '77: 54.1
WHEEL: Diameter: 13 Rim Width: Astre 5 Mat'l: Steel
SJ 6 Steel
Tire Size:
Delivered ..... Astre: A78-13B SJ: BR78-13B
Replacement Sizes ..... Astre: AR 78-13; HR/SR 165-13; 6:00-13
SJ: B78-13; HR/SR 175-13; 6:50-13

Spring Specifications:	Wire Dia.	Spring Rate	Rate Wheel
Front: Coil:	.562	325#/in.	105.8 (Base) #/in.
Rear: Coil:	'76, '77 .499	130. '77, 115	138.8 '77, 118.5

Sway Bar(s) Diameter(s): Front: (SJ only) .85 Rear: (SJ only) .750
°Camber: 15′ ± 0.30′ °Caster: –45′ ± 30′
Ride Height: Fender to Wheel Centerline: FR 13.4 RR 13.0

BRAKES

	Type	Diameter	Width (Drum Brakes)
Front:	Disc	9.88	
Rear:	Drum	9.0 '77, 9.5	'76 & '77 - 1.08

WEIGHT:

	Hatchback	Notchback	SJ
1976	2485 lbs.	2419 lbs.	—
1977	2530 lbs.	2437 lbs.	

OPTIONAL EQUIPMENT
Audio options.
Convenience options except automatic transmission.
Protection options.
Appearance options except light alloy wheels.

All dimensions in inches unless otherwise specified

Manufacturer: Pontiac
Model: Astre 2475 Four Speed, 2 Dr. Hatchback Coupe

Class: SSC

ENGINE LX6 Model, 4 Cyl. OHC (Not available in California with manual transmission in 1977).

Bore x Stroke	4.00 x 3.00
Capacity	151 CID/2475 cc
Compression Ratio ..	8.3:1
Valve Head Dia:	
Intake	1.720
Exhaust	1.500
Spark Plug	R44TSX
Induction System	Holly Model 5210 1-2V

Barrel Size:
1.24 Primary
1.40 Secondary

TANSMISSION AND DRIVE TRAIN

Gearbox Ratios:

	Std.
1.	3.50
2.	2.20
3.	1.47
4.	1.00
5.	

Final Drive Ratio(s): 2.73:1 (2.93 w/air)

CHASSIS

Wheelbase ..... 97.0 Track: Front: 55.2 Rear: 54.1
Wheel: Diameter: 13 Rim Width: 5 Mat'l: Steel

Tire Size:
Delivered A78-13B
Replacement Sizes ..... AR78-13; HR/SR 165-13; 6.00-13

Spring Specifications:
Front: Coil, Design Height x Wire Dia.: 8.7 x 0562 (Base Model)
Spring Rate 325 #/in. At wheel 105.8 #/in.
Rear: Coil, Wire Dia. 0.499
Spring rate 115 #/in; At Wheel 118.5 #/in.
Sway Bar(s) Diameter(s): Front: 0.875 Rear: None
°Camber: 0 15′ ± 30′

Ride Height: Fender to Wheel Centerline: FR: 13.4 RR 13.0

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	9.88 working dia.	
Rear:	Drum	9.5	1.08

WEIGHT: 2573#

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options
Convenience optins except automatic transmission.
Protection options.

Manufacturer: Pontiac — Class: SSC
Model: Sunbird 2300, 4-speed Notchback & Hatchback 1976, '77

ENGINE In-line, 4 OHC

Note: In 1977 this engine is available only in California. 49 states use 151 CID engine. (See SSS page °59)

Bore x Stroke	3.501 x 3.625
Capacity	140 CID
Compression Ratio	7.9:1, '77, 8.0:1
Valve Head Dia:	
Intake	1.615-1.625
Exhaust	1.370-1.380
Spark Plug	R43TSX '77 R43T5
Induction System	2BBL Holley, Model: 366829
Barrel size:	PRI 1.24 — 366831 w/air cond.
	SEC 1.40 — 366833 Calif.
	366841 w/air (Calif.)
	'77 Holley Model 5210

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.	'77
1.	3.75	3.11
2.	2.16	2.20
3.	1.38	1.47
4.	1.00	1.00
5.		

Final Drive Ratio(s): 2.93:1 (3.42:1 w/air cond.) '77, 3.42:1

CHASSIS

Wheelbase ..... 97.0 Track: Front: 55.2 Rear: 54.1
Wheel: Diameter: 13 Rim Width: 6 Mat'l: Steel

Tire Size:
Delivered ..... BR78-13B, '77: A78-13B
Repacement Sizes ..... B78-13; HR/SR 175-13; 6.50-13, '77: AR78-3; HR/SR 165-13; 6.00-13.

Spring Specifications:
Front: Coil: Wire Dia. .562. Spring rate: 325 lbs./in.
Rate at Wheel: 116.9 lbs./in.
Rear: Coil: Wire Dia. .499. Spring rate: 130 lbs./in. '77, 115 #/in.
Rate at Wheel: 133.8 lbs./in. '77 118.5 #/in.
Sway Bar(s) Diameter(s) Front: 1.00 Rear: 0.750. '77, none.
°Camber: 0 15′ ± 30′

Ride Height: Fender to Wheel Centerline: FR 14.0 RR 14.7

BRAKES	Type	Diameter	Width (Drum Brakes)
Front:	Disc	9.74	
Rear:	Drum	9.0 '77, 9.5	1.08

WEIGHT: 2606 lbs. '77 2624. Hatchback 2645#

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options
Convenience options except automatic transmission.
Protection options.

Manufacturer: Pontiac — Class: SSC
Model: Sunbird 2475. 1977 (Not available in Calif. w/four speed)

ENGINE LX6 Model, 4 Cyl. OHC

Note: This engine not available in California or with high altitude option in 1977.

Bore x Stroke	4.00 x 3.00
Capacity	151 CID/2475 cc
Compression Ratio	8.3:1
Valve Head Dia:	
Intake	1.720
Exhaust	1.500
Spark Plug	R44TSX
Induction System:	Holley 1-2V Model 5210

Barrel Size:
1.24 Primary
1.40 Secondary

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:

	Std.
1.	3.50
2.	2.20
3.	1.47
4.	1.00
5.	

Final Drive Ratio(s): 2.73:1. 2.93:1 with A/C

CHASSIS

Wheelbase ..... 97.0 Track: Front: 55.2 Rear: 54.1
Wheel: Diameter: 13 Rim Width: 5 Mat'l: Steel

Tire Size:
Delivered A78-13B
Replacement Sizes ..... AR78-13; HR/SR 165-13; 6.00-13

Spring Specifications:
Front: Coil: Design Height x Wire Dia.: 8.7 x 0.562 (Base Model)
Spring Rate 325 #/in. At Wheel 116.9#/in.
Rear: Coil: Wire Dia. 0.499
Spring Rate 115 #/in. At Wheel 118.5#/in.
Sway Bar(s) Diameter(s): Front: 1.00 Rear: None
°Camber: 0 15′ ± 30′ °Caster: –0 45′ ± 30′

Ride Height: Fender to Wheel Centerline: FR 14.0 RR 14.7

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	9.74 working dia.	
Rear:	Drum	9.5	1.08

WEIGHT: 2662#

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Pontiac
Model: Sunbird 2475 w/4 speed 1978

Class: SSC

ENGINE LX6 Model, 4 Cyl. OHC

Bore x Stroke	4.00 x 3.00
Capacity	151 CID/2475 cc
Compression Ratio	8.3:1
Valve Head Dia:	
Intake	1.720
Exhaust	1.500
Spark Plug	R43TSX
Induction System	Holley 1-2V Model* 5210

Barrel Size
1.033 PRI.
1.417 SEC.

*Carb has same Model No. as 1977, but barrel size not the same

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.
1.	3.50
2.	2.48
3.	1.66
4.	1.00
Final Drive Ratio(s):	2.74 or 3.08

CHASSIS

Wheelbase ..... 97.0 Track: Front: 55.3 Rear: 54.1
Wheel: Diameter: 13 Rim Width: 5 Mat'l: Steel

Tire Size:
Delivered ..... A78 x 13
Replacement Sizes ..... AR78-13, HR/SR 165-13, 6.00-13

Spring Specifications:
Front: Coil: Design Height 8.70 x .562 Wire Dia.

Rear: Coil: Design Height 10.24 x .499 Wire Dia.

Sway Bar(s) Diameter(s): Front: Rear:
°Camber: − 0°15′ ± 30′ Caster: 0°45′ ± 30′

Ride Height: Fender to Wheel Centerline FR 14.0 RR 14.7

BRAKES	Type	Diameter	Width (Drum Brakes)
Front:	Disc	9.74	
Rear:	Drum	9.5	1.08

WEIGHT: 2662

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Porsche
Model: 914 2.0

Class: SSA

ENGINE Flat 4, OHV

Bore x Stroke	94 x 71 mm / 3.70 x 2.79
Capacity	1971 cc / 120.27 CID
Compression Ratio	7.6:1
Valve Head Dia:	
Intake	1.65
Exhaust	1.41
Spark Plug	Bosch W175T2 or W225T2
Induction System	Bosch Elec. Injection 1.62

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.
1.	3.091
2.	1.889
3.	1.261
4.	0.926
5.	0.710
Final Drive Ratio(s):	4.429:1

CHASSIS

Wheelbase ..... 96.5 Track: Front: 52.87 Rear: 54.5
Wheel: Diameter: 15 Rim Width: 5½ Mat'l: Steel

Tire Size:
Delivered 165 HR-15
Replacement Sizes 165 HR/SR-15; 6.00-15

Spring Specifications:
Front: Longitudinal torsion bar 0.705

Rear: Helical Spring 0.4, 60 lbs./inch spring rate

Sway Bar(s) Diameter(s): Front: no Rear: no
°Camber: 0 ± 20′ Caster: 6° ± 30′
Ride Height: Fender to wheel centerline: FR 13.8 RR 10.6

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	11.06	
Rear:	Disc	11.1	

WEIGHT: 2100 lbs.

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Porsche
Model: 924; 95 & 110 H.P.

Class: SSA

ENGINE In-line 4 SOHC

Bore x Stroke	86.5 x 84.4 mm
Capacity	1984 cc/121 CID
Compression Ratio	8.0:1 (95 HP). 8.5:1 (110 HP).
Valve Head Dia:	
Intake	1.496/38 mm (95 HP). 1.575/40 mm (110 HP)
Exhaust	1.299/33 mm
Spark Plug	W200T30 (95 HP). W225T30 (110 HP)
Induction System	Bosch CIS

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:

	Std.
1.	3.60
2.	3.13
3.	1.36
4.	0.97
5.	

Final Drive Ratio(s): 3.44:1 (95 HP). 3.88:1 (110 HP)

CHASSIS

Wheelbase ..... 94.5 Track: Front: 55.9 Rear: 54.0
Wheel: Diameter: 14 Rim Width: 5.5 Steel, 6.0 Alloy Mat'l: Steel or Alloy

Tire Size:
Delivered ..... HR/SR 185/70-14
Replacement Sizes A70, AR70-14

Spring Specifications:
Front: Coil, Wire Dia. 0.485

Rear: Transverse Torsion Bar, 0.866

Sway Bar(s) Diameter(s): Front: 0.780 Rear: 0.720
°Camber: −20′ ± 10′ °Caster: 2 45′ ± 30′
Rear −1 ± 30′. Spring Plate Setting 23°
Ride Height: Fender to Wheel Centerline: FR 13.8 RR 12.4

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	10.1	
Rear:	Drum	9.1	1.52

WEIGHT: 95 HP, 2342# 110 HP, 2470# '78, 2610#

OPTIONAL EQUIPMENT
Appearance options
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Renault
Model: 5TL, GTL

Class: SSC

ENGINE In-line 4, OHV

Bore x Stroke	73.0 x 77.0 mm
Capacity	1289 cc / 78.7 CID
Compression Ratio	8.5:1. '77-'78, 9.5:1
Valve Head Dia:	
Intake	1.319
Exhaust	1.143
Spark Plug	(AC) 43FS '77-'78, 42PS
Induction System	Weber (2V) 3DIR46 MK6000 '77-'78, 32DIR56
Pri.	Venturi 23 mm, Main Jet 122 '77-'78, Main Jet 125
Sec.	Venturi 24 mm, Main Jet 130 '77-'78, Main Jet 200

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.	'77-'78
1.	3.667	3.89
2.	2.235	2.38
3.	1.456	1.52
4.	1.026	1.03
5.		
Final Drive Ratio(s):	3.625	

CHASSIS

Wheelbase ..... Left: 95.8 Right: 94.6
Track: Front: 50.7 Rear: 49.3
Wheel: Diameter: 13 Rim Width: 4.5 Mat'l: Steel

Tire Size:
Delivered..... TL: 135SR-13 (Calif. and '77-'78 all, 145SR-13) GTL: 45SR-13
Replacement Sizes..... TL: HR/SR 135-13 (Calif. and '77-'78 all same as GTL) GTL: HR/SR 145-13; 5.60-13

Spring Specifications
Front: Longitudinal torsion bar 0.654

Rear: Transverse torsion bar: Right 0.768 Left 0.728

Sway Bar(s) Diameter(s): Front: 16 mm* Rear: 14 mm '77-'78 none for California and high altitude cars, with converters.
°Camber: Front: –30′ to +1 °Caster: 12 to 13
Rear: 0 to 1 30′*
Ride Height: Fender to wheel centerline: FR 14.3 RR 11.0
*20 to –1½ on cars starting with fabrication # 129 (stamped on an oval plate next to the diamond shaped serial number plate.)

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	9.0	
Rear:	Drum	7.096	1 3/16

WEIGHT: 5 TL: 1715# 5 GTL: 741# '77 all 1755# '78 1819#

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.
*'77 GTL up to Ser. No. 3012798 front sway only 12 mm.

Manufacturer: Renault
Model: 12 TL, GTL 4dr.

Class: SSC

ENGINE In-line 4 Cyl. OHV

Bore x Stroke	79.0 x 84.0 mm
Capacity	1647 cc/100.5 CID
Compression Ratio	8.0:1
Valve Head Dia:	
Intake	1.378
Exhaust	1.220
Spark Plug	Champ N-9Y
Induction System	1 Weber (2V)

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.	
1.	3.45	3.878
2.	2.235	2.235
3.	1.478	1.478
4.	1.0357	1.0357
5.		
Final Drive Ratio(s):	3.77:1	3.55:1 '77-'78

CHASSIS

Wheelbase ..... 96.0 Track: Front: 51.6 Rear: 51.6
Wheel: Diameter: 13 Rim Width: 4.5 Mat'l: Steel

Tire Size:
Delivered 155-13
Replacement Sizes ..... HR/SR 155-13; 5.90-13

Spring Specifications:
Front: Coil: Wire Dia. 0.485. 5.75 Coils.

Sway Bar(s) Diameter(s): Front: 0.551 Rear: None
°Camber: 1 30′ ± 30′ °Caster: 4
Rear 0 to 15′
Ride Height: Fender to Wheel Centerline: FR 13.4 RR 10.8

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	9.0	
Rear:	Drum	7.125	1.56

WEIGHT: 2097# '77-'78, 2107#

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Saab
Model: 99 Turbo

Class: SSA

ENGINE In-line 4 Cyl. OHC

Bore x Stroke	90.0 x 78.0 mm
Capacity	1985 cc
Compression Ratio	7.2:1
Valve Head Dia:	
Intake	1.65
Exhaust	1.40
Spark Plug	W175T30, NGK PB-6ES, N-8Y
Induction System	Turbo System—Garrett Airesearch Maximum Boost 7.1 ± 0.7 PSI

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.
1.	3.44
2.	2.07
3.	1.39
4.	1.00
5.	
Final Drive Ratio(s):	3.89:1

CHASSIS

Wheelbase ..... 97.5 Track: Front: 55.25 Rear: 56.0
Wheel: Diameter: 15 Rim Width:5.5 Mat'l: Alum alloy

Tire Size:
Delivered ..... 175/70 HR x 15
Replacement Sizes .....

Spring Specifications:
Front: Coil: Turns 8½, Height 15.08 x .55 Dia., Code Green

Rear: Coil: Turns 9, Height 12.4., Dia. Code White

Sway Bar(s) Diameter(s): Front: Rear:
°Camber: ½° ± ½° °Caster: 1° ± ½°
Rear 0° ± 1°
Ride Height: Fender to Wheel Centerline FR 15.2 RR 14.6

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	11.0	
Rear:	Disc	10.6	

WEIGHT: 2609#

OPTIONAL EQUIPMENT
Appearance options front and rear spoiler
Audio options.
Convenience options except automatic transmission.
Protection options.
NOTES 1. Bilstein shocks are standard. 2. Oil cooler located on the left hand side behind opening in the front spoiler, also a thermostat in line between filter and cooler

Manufacturer: Saab
Model: 99EMS

Class: SSA

ENGINE In-line 4 Cyl, OHC

Bore x Stroke	90.0 x 78.0 mm
Capacity	1985 cc / 121 CID
Compression Ratio ..	8.7:1, including '77-'78 Cal. and high altitude. '77-'78 49 States: 9:2
Valve Head Dia:	
Intake	1.65
Exhaust	1.40
Spark Plug	W175T30
Induction System	Bosch CIS Injection

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:

	Std.
1.	3.44
2.	2.07
3.	1.39
4.	1.00
5.	

Final Drive Ratio(s): 3.89:1

(Note) FREE LENGTH REAR		I.D. Color
To chassis 99762028994	12.7	Green
From chassis 99762028995	12.9	Yellow
As from chassis No's 99762018780, Resp. 99766007925 and 99767003176: wire dia. .56		
Free Length 12.4		White

CHASSIS

Wheelbase ..... 97.5 Track: Front: 55.25 Rear: 56.25
Wheel: Diameter: 15 Rim Width: 5 Mat'l: Alum alloy

Tire Size:

Delivered	175/70-15
Replacement Sizes	HR/SR 175/70-15

Spring Specifications:	Wire Dia.	Free Length	I.D. Color
Front: Coil	0.55	15.08	Green
Rear: Coil	0.55	*	*

Sway Bar(s) Diameter(s): Front: no Rear: no
°Camber: ½ ± ½ °Caster: 1± ½
Rear: 0 ± 1
Ride Height: Fender to Wheel Centerline: FR 15.2 RR 14.6

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	11.024	
Rear:	Disc	10.614	

WEIGHT: 2460 lbs.

OPTIONAL EQUIPMENT
Appearance options.
Audio options.
Convenience options except automatic transmission.
Protecton options.
Note: Bilstein shocks are standard.

Manufacturer: Saab — Class: SSB
Model: 99LE, GL, L 2 door & 4 door & Hatchback

ENGINE In-line 4 Cyl., OHC

Bore x Stroke	90.0 x 78.0 mm
Capacity	1985 cc / 121 CID
Compression Ratio	8.7:1 '77-'78, low altitude, non-California: 9.25:1
Valve Head Dia:	
Intake	1.65
Exhaust	1.40
Spark Plug	W175T30
Induction Syustem	Bosch CIS Injection

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.
1.	3.44
2.	2.07
3.	1.39
4.	1.00
5.	
Final Drive Ratio(s)	3.89:1

CHASSIS

Wheelbase ..... 97.5 Track: Front: 55.1 Rear: 55.9
Wheel: Diameter: 15 Rim Width: 5.0 Mat'l: Steel

Tire Size:
Delivered 165-15
Replacement Sizes HR/SR165-15; 6.00-15

Spring Specifications:	Wire Dia.	Free Length	I.D. Color
Front: Coil:	0.55	15.08	Green
Rear: Coil:	0.55	12.7	Green

Sway Bar(s) Diameter(s): Front: no Rear: no
°Camber: ½ ± ½ °Caster: 1 ± ½
Rear: 0 ± 1
Ride Height: Fender to Wheel Centerline: FR 15.0 RR 14.4

BRAKES	Type	Diameter	Width (Drum Brakes)
Front:	Disc	11.024	
Rear:	Disc	10.614	

WEIGHT: 1976—2460 lbs.
'77-'78 GL 2 Dr. 2457#, 3 Dr. 2507#, 4 Dr. 2577#

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Toyo Kogyo Class: SSC
Model: Mazda 808 2-dr. 1600

ENGINE In-line 4 Cyl. SOHC

Bore x Stroke	78.0 x 83.0 mm
Capacity	1586 cc / 96.8 CID
Compression Ratio	8.6:1, '77, 9.2:1
Valve Head Dia:	
Intake	42 ± .01mm
Exhaust	33 ± .01mm
Spark Plug	NGK BP-6ES, BPR-6ES, or NGK BP-7 ES, BPR-7ES
Induction System	1 NIKKI (2V)

	Throat Dia.	**Venturi**
PRI:	1.10	0.91 x 0.31
SEC:	1.26	1.10 x .35

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:

	Std.
1.	3.403
2.	2.005
3.	1.373
4.	1.000
5.	

Final Drive Ratio(s): 3.909:1

CHASSIS

Wheelbase ..... 91.0 Track: Front:51.0 Rear: 51.0
Wheel: Diameter: 13 Rim Width: 4½ Mat'l: Steel

Tire Size:
Delivered 6.15-13
Replacement Sizes ..... HR/SR 165-13, A78, AR78-13; 6:00-13

Spring Specifications:
Front: Coil: Wire Dia. 0.45; Constant 112#/in. Free Length 13.96

Rear: Live Leaf: 4 Leaves: Constant 112#/in.

Sway Bar(s) Diameter(s): Front: 0.785 Rear: no
°Canber: 1 00′ ± 1° °Caster: 1 50′ ± 45′

Ride Height: Fender to Wheel Centerline: FR 12.0 RR 12.6

WEIGHT: 1943#

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Toyo Kogyo
Model: Mazda Cosmo

Class: SSA

ENGINE

Bore x Stroke	Rotary—2 rotors		
Capacity	1308cc / 80.0 CID		
Compression Ratio	9.2		
Spark Plug—Leading & Trailing	**NGK**	**Denso**	**Champ**
	B7ET	W22EB	N-278B
	BR7ET	W22EBR	RN-278B
	B8ET	W25EB	N-280B
Induction System	BR8ET	W25EBR	RN280
Down Draft 2 Stage 4 BBL	**Throat**	**Venturi**	
Primary	1.10	0.87 x 0.51 x 0.26	
Secondary	1.34	1.10 x 0.39	

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.	'77	'78
1.	3.683	3.46	3.38
2.	2.263	2.00	2.002
3.	1.397	2.46	1.390
4.	1.000	1.45	1.000
5.	0.862	1.00	0.791
Final Drive Ratio(s):	3.636:1	3.64	

CHASSIS

Wheelbase ..... 99 Track: Front: 54..0 Rear: 54.0
Wheel: Diameter: 14 Rim Width: 5½ Mat'l: Steel

Tire Size:
Delivered 185/70-14
Replacement Sizes ..... HR/SR 185/70-14; C 70, CR80-14

Spring Specifications:
Front: Coil: Rate 115#/in. .50 Wire Dia. Free Length 14.84. Fitted Length 7.99

Rear: Coil: Rate 135#/in. .53 Wire Dia. Free Length 10.24, Fitted Length 6.89

Sway Bar(s) Diameter(s): Front: 0.915 Rear:
°Camber: 1.00′ ± 1 °Caster: 1 50′ ± 45′
Ride Height: Fender at Wheel Centerline: FR 15.5 RR 15.0

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	9.84	
Rear:	Disc	9.449	

WEIGHT: 2700# '78 2820#

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Toyo Kogyo
Model: Mazda GLC

Class: SSC

ENGINE In-line 4 SOHC

Bore x Stroke	2.87 x 2.99/73 x 76mm
Capacity	77.6 CID/1272 cc
Compression Ratio	9.2:1
Valve Head Dia:	
Intake	36 ± 0.1mm (1.473 ± 0.0039)
Exhaust	31 ± 0.1mm (1.2205 ± 0.0039)
Spark Plug	
Induction System	Downdraft 2 Stage, 2V

	PRI	SEC
Throat Dia.	26mm	30mm
Venturi	27 x 8mm	27 x 13 x 7mm
Main Jet	#106	#105

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:

	Std.
1.	3.655
2.	2.185
3.	1.425
4.	1.000
5.	

Final Drive Ratio(s): 3.727:1

CHASSIS

Wheelbase ..... 91.1 Track: Front: 51.0 Rear: 52
Wheel: Diameter: 13 Rim Width: 4½ Mat'l: Steel

Tire Size:

Delivered ..... 6.15 x 13
Replacement Sizes ..... HR/SR 165-13; A78, AR78-13

Spring Specifications:

Front: Wire Dia. 0.44. Rate 105#/in. Free length 13.56

Rear: Wire Dia. 0.480. Rate 1922#/in. Free length 9.90

Sway Bar(s) Diameter(s): Front: 0.788 Rear: None
°Camber: 0 40′ ± 1 °Caster: 1 35′ ± 45′

Ride Height: Fender to Wheel Centerline: FR 14.1 RR 14.0

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	8.150	
Rear:	Drum	7.87	

WEIGHT: 1879# '78 1970#

OPTIONAL EQUIPMENT

Appearance options except light alloy wheels.
Audio options.
Convnenience options except automatic transmission.
Protection options.

Manufacturer: Toyo Kogyo Class: SSB
Model: Mazda RX-3, 2 dr & 4 dr. '77-'78 RX-3SP (with spec. appear. pkg. or large tires)

ENGINE

Bore x Stroke ..... Rotary 2 rotors
Capacity ..... 1146 cc/70.0 CID
Compression Ratio ... 9.4:1
Spark Plug ..... Trailing and leading

	Champ	Denso	NGK
Normal	N80B	W22EA	B7EM
Hot		W20BA	B6EM
Cold	N78B	W25EA	B8EM

Induction System .... Downdraft 2 steps 4 BBL. Throat: Primary 1.10, Sec. 1.34
Venturi: PRI .79 x .51 x .26; SEC 1.10 x .39

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.

1. 3.683
2. 2.263
3. 1.399
4. 1.000
5. 0.862

Final Drive Ratio(s): 3.727:1

CHASSIS

Wheelbase ..... 91 '78 Track: Front: 51.0 Rear: 51.0
Front: 51.2 Rear: 51.2
Wheel: Diameter: 13 Rim Width: 4½ Mat'l: Steel
Tire Size:
Delivered ..... 155-13; RX 3SP, 175/70-13
Replacement Sizes ..... HR/SR 155-13; 5.90-13
RX 3SP, 175/70 HR/SR-13

Spring Specifications:
Front: Coil: Spring rate 118 lbs./in. wire dia. .48 Coil Dia. 4.72
Free length 14.19; fitting length 4.05
Rear: Leaf: Rate 112 lbs./in. 4 leaves, length 45.28, width 1.97
TH. #1 & #4 .20; #2 & #3 .28
Sway Bar(s) Diameter(s): Front: 0.787 Rear: no
°Camber: '75: 55′ ± 60′ °Caster: 1 15′ ± 45′
'76: 50° ± 60′
Ride Height: Fender to Wheel Well Centerline: FR 13.5 RR 14.0

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	9.055	
Rear:	Drum	7.87	1.25

WEIGHT: 2140#

OPTIONAL EQUIPMENT

Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Toyo Kogyo
Model: Mazda RX-4, 2 Door & 4 Door

Class: SSA

ENGINE

Bore x Stroke ..... Rotary—2 Rotors
Capacity ..... 1308cc / 80.0 CID
Compression Ratio .. 9.2:1
Spark Plug—Trailing & Leading

NGK	Denso	Champ
B7ET	W22EB	N-278B
BR7ET	W22EBR	RN-278B
B8ET	W25EB	N280B
BR8ET	W25EBR	RN280B

Induction System
Downdraft: 2 Stage 4BBL
Throat Dia: Primary 1.10 Secondary 1.34

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
1. 3.683
2. 2.263
3. 1.397
4. 1.000
5. 0.862

Final Drive Ratio(s): 3.636:1

CHASSIS

Wheelbase ..... 99 Track: Front: 54.0 Rear: 54.0
Wheel: Diameter: 13 Rim Width: 5½ Mat'l: Steel

Tire Size:
Delivered B70-13
Replacement Sizes ..... B70/BR70-13; HR/SR 195/70-13

Spring Specifications:
Front: Coil: RAte 115#/in. Wire Dia. 49, Coil Dia. 4.88
Free Length 14.76, Fitted Length 7.99
Rear: Leaf: Rate =129 #-in. 5 leaves L=45.28, W=1.97, Th.=.24 All.
Sway Bar(s) Diameter(s): Front: 0.85 Rear: None
°Camber: 1 02′ ± 1 °Caster: 1 49′ ± $\frac{7}{2}$

Ride Height: Fender to Wheel Centerline: FR 15.0 RR 14.0

BRAKES	Type	Diameter	Width (Drum Brakes)
Front:	Disc	9.055	
Rear:	Drum	9.0	1.625

WEIGHT: 2500# '78 2765#

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Toyota
Model: Celica ST, GT, GT Liftback—'76-'78

Class: SSB

ENGINE In-line 4 Cyl. SOHC (20 R Engine)

Bore x Stroke	88.5 x 89.0mm / 3.48 x 3.50
Capacity	2189cc / 133.6 CID
Compression Ratio	8.4:1
Valve Head Dia:	
Intake	1.695
Exhaust	1.441
Spark Plug	ND 20 EP or NGK BP 5 ESL
Induction System	Aisan 2V Pri: .91 Sec: 1.14

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.	GT & Liftback	'77-'78 GT & L'Back
1.	3.579	3.289	3.287
2.	2.081	2.040	2.043
3.	1.397	1..389	1.394
4.	1.000	1.000	1.000
5.		0.849	0.853
Final Drive Ratio(s):	3.727:1	3.73:1	3.58:1
'77	3.58:1		

CHASSIS

Wheelbase ..... 98.2, '78 98.4 Track: Front: 53.1, '78 53.7 Rear: 51.6, '78 53.8
Wheel: Diameter: 14 Rim Width: 5—ST Mat'l: Steel
5½ GT & Liftback

Tire Size:
Delivered ..... ST: 175 SR-14
GT: 185/70-14
Replacement Sizes ..... ST: HR/SR 175-14; C78, CR 78-14; 6.95-14
GT: HR/SR 185/70-14; C/CR 70-14

Spring Specifications:
Front: Coil: Free height 14.80. Wire Dia. .492

Rear: Coil: Free height 14.21. Wire Dia. 0.433

Sway Bar(s) Diameter(s): Front: 0.750 Rear: No.
°Camber: 1 ± 30′ °Caster: 1 ± 30′ '77-'78 1 45 ± 30′

Ride Height: Fender to Wheel Centerline: FR '77-'78 14.5 RR '77-'78 14.4
'76 13.3 '76 13.4

BRAKES	Type	Diameter	Width (Drum Brakes)
Front:	Disc	10.0	
Rear:	Drum	9.0	1.57

WEIGHT: GT Liftback 2512#. GT H'top 2462#. ST H'top 2432#.

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

All dimensions in inches unless otherwise specified

Manufacturer: Toyota — Class: SSC
Model: Corolla, All models except Station Wagon. 4 & 5 Speed

ENGINE In-line 4 Cyl. OHV 2 T-C Engine

Bore x Stroke	85 x 70 mm / 3.25 x 2.76
Capacity	1588 / 96.9 CID
Compression Ratio:	9.0:1
Valve Head Dia:	
Intake	1.575
Exhaust	1.339
Spark Plug	Nissan Denso W16EP
Induction System	Aisan 2V—Venturi 0.90

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.	S-5, SR-5	
1.	3.587	3.587	
2.	2.022	2.022	
3.	1.384	1.384	
4.	1.000	1.000	
5.		0.861	
Final Drive Ratio(s):	3.909:1	4.100:1	'78 3.73:1

CHASSIS

Wheelbase ..... 93.3 — Track: Front: H'Top 52.0, 51.2 sedan 51.0 — Rear: H'Top 52.6, 50.6

Wheel: Diameter: 13 — Rim Width: 4.5, H'Top 5.0 — Mat'l: Steel

Tire Size:
- Delivered ..... SR-5 185/70-13. Also '77 H'Top
- Replacement Sizes ..... Std.: HR/SR 165-13; A78; AR 78-13; 6.00-13. Includes Sedan
  SR-5: 185/70 HR/SR-13; A70, AR 70-13

Spring Specifications:
Front: Coil. Wire Dia. 0.492
H'Top, 0.512
Rear: Leaf. (5), 1.95 x 0.24
H'Top: (5), 1.95 x 0.28

Sway Bar(s) Diameter(s): Front H'Top, 0.840. E-5 0.670. Others 0.708. Rear: None

°Camber: 30' to 1 30' °Caster: 1 20' to 2 00'

Ride Height: Fender to Wheel Centerline:		FR	RR		FR	RR
	4 Dr. Sedan	13.8	13.9	Hardtop	13.8	13.4
	2 Dr. Sedan	14.0	14.2	Liftback, 4 Spd.	14.4	14.3
	Liftback, SR-5	14.1	15.2			

BRAKES	Type	Diameter	Width (Drum Brakes)
Front:	Disc	9.0	
Rear:	Drum	9.0	1.6

WEIGHT	Hardtop	Sedan	Sport Coupe	Liftback
	2215	1930	2215	2240

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Toyota — Class: SSC
Model: Corona, All models except Station Wagon,. 4 & 5 Speed

ENGINE In-line 4 Cyl. OHC (Model 20R)

Bore x Stroke	88.5 x 89.0mm / 3.48 x 3.50
Capacity	2189cc / 133.6 CID
Compression Ratio	8.4:1
Valve Head Dia:	
Intake	1.695
Exhaust	1.441
Spark Plug	BP 5 ES-L or Nippondenso 20 EP. '77-'78: ND W16EP & W16EX-L; NGK BPES-L 9 BP5EA-L
Induction System	Aisan 2V Pri. .91 Sec. 1.14

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.	SR-5, & '77-'78 2 Dr. H'Top
1.	3.579	3.287
2.	2.081	2.043
3.	1.397	1.394
4.	1.000	1.000
5.		0.853
Final Drive Ratio(s):	3.727:1	
	'77 3.583:1	3.583

CHASSIS

Wheelbase 98.4 — Track: Front: 53.0 — Rear: 52.0
Wheel Diameter: 14 — Rim Width: Std. 5 SR-5: 5.5 — Mat'l: Steel

Tire Size: SR-5: 185/70-14
Delivered: Sedan B78-14 Hardtop, E-5 & '77-'78 DLX Sedan: SR 175-14.
Replacement Sizes: SR-5: HR/SR 185/70-14; C70, CR 70-14; Sedan: B78, BR78-14, HR/SR 165-14; Hardtop, E-5 & '77-'78 DLX Sedan: HR/SR 175-14; C, CR 78-14

Spring Specifications:
Front: Coil. Wire Dia. 0.551

Rear: Leaf. 4 Leaves, 1.985 Wide

*Sway Bars:
Sway Bar(s) Diameter(s): Front: * Rear: No.4 Dr. Sedan 0.805
4 Dr. Sed Luxury 0.825
2 Dr. Sedan 0.805

°Camber: 35′ ± 30′ °Caster: 50′ ± 30′

Ride Height: Fender to Wheel Centerline:

	FR	RR
4 Dr., 2 Dr.	14.0	14.0
H'Top 2 Dr.	14.4	14.2

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	10.5	
Rear:	Drum	9.0	1.57

WEIGHT: 2 Dr. Sed. & DLX 2432#. 2 Dr. E 5 2437#. 4 Dr. Sedan DLX 2483#. 4 Dr. E5 2487#. Hardtop DLX 2517#. Hardtop SR-5 2552#.

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels
Audio options.
Convenience options except automatic transmission.
Protection options.

	'77-'78 Weight
2 Dr. Sedan	2501#
4 Dr. Sedan	2521#
4 Dr. Sedan 5 Spd.	2526#
2 Dr. H'Top SR-5	2561#

All dimensions in inches unless otherwise specified

Manufacturer: Volkswagen Class: SSC
Model: Beetle, Super Beetle

ENGINE Horizontally opposed 4 Cyl. OHV

Bore x Stroke	85.5 x 69.0mm
Capacity	1584cc / 86.7 CID
Compression Ratio	7.3:1
Valve Head Dia:	
Intake	1.397
Exhaust	1.259
Spark Plug	W145 MI, L288
Induction System	Bosch Elec. Injection

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.
1.	3.78
2.	2.06
3.	1.26
4.	0.93
5.	
Final Drive Ratio(s):	3.88:1

CHASSIS

Wheelbase: Super Beetle:	95.3	Track: Front:	54.9	
Beetle:	94.5		51.5	Rear: 53.1 (Both)
Wheel: Diameter:	15	Rim Width:	5.0	Mat'l: Steel

Tire Size:
Delivered 600-15
Replacement Sizes ..... HR/SR 165 x 15

Spring Specifications:
Front: Independent Torsion

Rear: Independent Torsion
Sway Bar(s) Diameter(s): Front: .773 Super Beetle, .480 Beetle Rear: None
°Camber: Front: 1 20′ ± 20′ °Caster: 2 ± 35′
Rear: 1 20′ ± 40′
Ride Height: Fender to Wheel Centerline: Beetle FR15.3 RR 14.5
Super Beetle FR 15.9 RR 16.0

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Drum	9.059 (9.768 Super)	1.57
Rear:	Drum	9.055	1.57 (1.77 Super)

WEIGHT: Beetle: 1902#
Super Beetle: 2001#

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Volkswagenwerk AG
Model: Rabbit Fuel Injected '78

Class: SSC

ENGINE 4 In-line SOHC

Bore x Stroke	79.4 x 73.4mm
Capacity	1457 cc
Compression Ratio	8.0:1
Valve Head Dia:	
Intake	34 mm 1.338
Exhaust	31 mm 1.220
Spark Plug	W215T30, N7Y
Induction System	Fuel Injected (Bosch CIS)

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:

	Std.
1.	3.45
2.	1.94
3.	1.37
4.	0.97
5.	

Final Drive Ratio(s): 3.90:1

CHASSIS

Wheelbase ..... 94.4 Track: Front: 54.7 Rear: 53.5
Wheel: Diameter: 13 Rim Width: 4.5 Mat'l: Steel

Tire Size:
Delivered ..... 145 x 13
Replacement Sizes 145HR/SR-13

Spring Specifications:
Front: Coil—Coded
Rear: Coil—Coded

Sway Bar(s) Diameter(s): Front: Rear:
°Camber: +20′ ± 30′ °Caster: Nonadj.
Rear −1° ± 30′ Rear 1°50′ ± 30′
Ride Height: Fender to Wheel Centerline: FR 14.4 RR 14.0

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	9.41	
Rear:	Drum	7.86	1.57

WEIGHT: 1820#

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmisson.
Protection options.

Manufacturer: Volkswagenwerk AG Class: SSB
Model: Type 32/33 Dasher '76-'78 Models

ENGINE

Bore x Stroke	3.13 (79.5mm) x 3.15 (80.0mm)
Capacity	96.9 CID / 1588cc)
Compression Ratio ..	8.0:1, 8.2:1, '77 ;
Valve Head Dia:	
Intake	1.338 (34.0mm)
Exhaust	1.220 (31.0mm)
Spark Plug	Champion N74, Bosch 215T30, Beru D215/14/3A or 215/14/3A
Induction System	Fuel Injection (Bosch CIS)

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.	'77-'78
1.	3.45 (11:38)	3.45
2.	2.06 (18.37)	1.94
3.	1.37 (27.37)	1.37
4.	.939 (33.31)	0.94
5.		

Final Drive Ratio(s): 4.11:1 (9.17)

CHASSIS

Wheelbase	97.2 (247mm)	Track: Front:	52.7 (134mm)	Rear: 52.5	(135mm)
Wheel: Diameter:	13	Rim Width:	4½	Mat'l: Steel	

Tire Size:
Delivered 155SR13
Replacement Sizes HR/SR155-13; 5.90-13

Spring Specifications:
Front: Independent Coil, Color Coded

Rear: Independent Coil, Color Coded

Sway Bar(s) Diameter(s): Front: 0.835 Rear: None
°Camber: +25′ ± 30′ °Caster: Not adjustable
Rear −30′ ± 30′ +30′ ± 30′
Ride Height: Fender to Wheel Centerline: FR 13.6 RR 12.7

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	9.41 (239mm)	
Rear:	Drum	7.87 (200mm)	1.57 (40mm)

WEIGHT: 2 Dr.—2037#, 4 Dr. 2136#

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Volkswagenwerk AG — Class: SSB
Model: Type 17 Rabbit 1976 and 1977 Models 1701, 1721, 1741, 1761

ENGINE

Bore x Stroke	3.13 (79.5mm) x 3.15 (80.0mm)
Capacity	97 CID / 1588 cc
Compression Ratio	8.2:1
Valve Head Dia:	
Intake	1.338 (34.0mm)
Exhaust	1.220 (31.0mm)
Spark Plug	Champion N8Y; Bosch W175T30; Beru 175 143A
Induction System	Zenith 2 B 2 2 bbl carburetor
	barrel size (mm): first stage 24
	second stage 27

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.	'77
1.	3.45 (11.38)	3.45
2.	1.84 (18:55)	1.94
3.	1.37 (27:37)	1.37
4.	0.97 (32:31)	0.97
5.		
Final Drive Ratio(s):	3.9:1 (19:74)	3.76:1

CHASSIS

Wheelbase ..... 94.5 — Track: Front: 54.7 — Rear: 53.1
Wheel: Diameter: 13 — Rim Width: 4½ — Mat'l: Steel

Tire Size:
Delivered ..... Model 1701: HR/SR 145-13; 5.60-13
All others: HR/SR 155-13; 5.90-13

Spring Specifications:
Front: Color coded coil

Rear: Color coded coil

Sway Bar(s) Diameter(s): Front: none — Rear torsion bars
°Camber: +20′ ± 30′ — °Caster: not adjustable
Rear: −1 ± 30′ — 1 50′ ± 30′
Ride Height: Fender to wheel centerline: FR 14.4 — RR 14.0

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	9.41 (239mm)	
Rear:	Drum	7.086 (180mm)	1.57 (40mm)

WEIGHT:	Model No.:	1701	1721	1741	1761
	Pounds:	1790	1868	1913	1923

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Volkswagenwerk AG Class: SSC
Model: Rabbit, Diesel

ENGINE In-line 4 SOHC

Bore x Stroke	3.01 x 3.15/76.5 x 80.0mm
Capacity	89.7 CID/1471cc
Compression Ratio	23.5:1
Valve Head Dia:	
Intake	1.338 (34.00mm)
Exhaust	1.220 (31.00mm)
Spark Plug	None
Induction System	Diesel Injection Pump

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.
1.	3.45
2.	1.94
3.	1.37
4.	0.97
5.	

Final Drive Ratio(s): 3.9:1

CHASSIS

Wheelbase ..... 94.5 Track: Front: 54.7 Rear: 53.1
Wheel: Diameter: 13 Rim Width: 4½ Mat'l: Steel

Tire Size
Delivered 155SR13
Replacement Sizes ..... HR/SR 155-13; 5.90-13

Spring Specifications:
Front: Coil 0.438

Rear: Coil 0.370

Sway Bar(s) Diameter(s): Front: None Rear: Torsion Beam
°Camber: +20′ ± 30′ °Caster: Not adjustable
Rear: −1 ± 30′ 1 50′ ± 30′
Ride Height: Fender to Wheel Centerline: FR 14.2 RR 13.9

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	9.41	
Rear:	Drum	7.086	1.57

WEIGHT: 2 Dr. 1879# 4 Dr. 1934#

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Volkswagenwerk AG Class: SSB
Model: Type 53 Scirocco 1976 Model, Carbureted

ENGINE

Bore x Stroke	3.13 (79.5mm) x 3.15 (80.0mm)
Capacity	97.CID/1588cc
Compression Ratio	8.2:1
Valve Head Dia:	
Intake	1.388 (34.0mm)
Exhaust	1.220 (31.0mm)
Spark Plug	Champion N8Y, Bosch W175T30, Beru 175/14/3A
Induction System	Zenith 2B2 2 bbl carburetor
	barrel size (mm): first stage 24
	second stage 27

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.
1.	3.45 (11:38)
2.	1.84 (18.35)
3.	1.37 (27.37)
4.	0.97 (32.31)
4.	
Final Drive Ratio(s):	3.9:1 (19:74)

CHASSIS

Wheelbase	94.5	Track: Front:	54.7 (1390mm)	Rear:	53.5 (1358mm)
Wheel: Diameter:	13	Rim Width:	5	Mat'l:	Light alloy

Tire Size:
Delivered 175/70-13
Replacement Sizes ..... HR/SR 175/70-13

Spring Specifications:
Front: Coil, Color Coded

Rear: Coil, Color Coded
Sway Bar(s) Diameter(s): Front: None Rear: Torsion Beam
°Camber: +20′ ± 30′ °Caster: Not Adjustable
1 50′ ± 30′
Ride Height: Fender to Wheel Centerline: FR 13.9 RR 13.8

BRAKES	Type	Diameter	Width (Drum Brakes)
Front:	Disc	9.412 (239mm)	
Rear:	Drum	7.086 (180mm)	1.57 (40mm)

WEIGHT: 1880#

OPTIONAL EQUIPMENT
Appearance options.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Volkswagenwerk AG — Class: SSB
Model: Type 53 Super Scirocco 1976½ Model

ENGINE Code EE

Bore x Stroke	79.5 x 80.0mm/3.13 x 3.15
Capacity	1588cc/97 CID
Compression Ratio ..	8.0:1
Valve Head Dia:	
Intake	1.338
Exhaust	1.220
Spark Plug	Champion N7Y, Bosch W215T30, Beru 215/14/3A
Induction System	Fuel Injection (Bosch CIS)

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.	'77
1.	3.45	3.45
2.	1.84	1.94
3.	1.37	1.37
4.	0.97	0.97
5.		

Final Drive Ratio(s): 3.9:1

CHASSIS

Wheelbase ..... 94.5 — Track: Front: 54.7 — Rear: 53.3. '77, 53.1
Wheel: Diameter: 13 — Rim Width: 5 — Mat'l: Light Alloy

Tire Size:
Delivered 175/70-13
Replacement Sizes ..... HR/SR 175/70-13

Spring Specifications:
Front: Coil, Color Coded

Rear: Coil, Color Coded

Sway Bar(s) Diameter(s): Front: None — Rear: Torsion Beam
°Camber: + 20′ ± 30′ — 1 50′ ± 30′ — Caster: Not Adjustable
Ride Height: Fender to Wheel Centerline: FR 13.9 — RR 13.8

BRAKES	Type	Diameter	Width (Drum Brakes)
Front:	Disc	9.41	
Rear:	Drum	7.086	1.57

WEIGHT: 1890#

OPTIONAL EQUIPMENT
Appearance options.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Volkswagenwerk AG Class: SSB
Model: Scirocco, '77-'78 Model & '78 Champagne Model

ENGINE

Bore x Stroke	79.5 x 80.0mm
Capacity	1588 cc/97.0 CID
Compression Ratio	8.2:1
Valve Head Dia:	
Intake	1.338
Exhaust	1.220
Spark Plug	Champion N7Y, Bosch W125T30, Beru 215/14/3A
Induction System	Bosch CIS Injection

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.
1.	3.45
2.	1.94
3.	1.37
4.	0.97
5.	
Final Drive Ratio(s):	3.90:1

CHASSIS

Wheelbase ..... 94.5 Track: Front: 54.7 Rear: 53.1
Wheel: Diameter: 13 Rim Width: 5 Mat'l: Light Alloy

Tire Size:
Delivered 175/80-13
Replacement Sizes ..... HR/SR 175/70-13

Spring Specifications:
Front: Coil, Color Coded

Rear: Coil, Color Coded

Sway Bar(s) Diameter(s): Front: None Rear: Torsion Beam
°Camber: + 20′ ± 30′ °Caster: 1 50′ ± 30′

Ride Height: Fender to Wheel Centerline: FR 13.9 RR 13.8

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	9.41	
Rear:	Drum	7.86	1.57

WEIGHT: 1890#

OPTIONAL EQUIPMENT
Appearance options.
Audio options.
Convenience options except automatic transmission.
Protecion options.

Manufacturer: Volvo
Model: 242, 244; L, DL '76-'78

Class: SSB

ENGINE In-line 4 SOHC (B21F)

Bore x Stroke	92 x 80mm/3.623 x 3.150
Capacity	2.127L/129.8 CID
Compression Ratio	8.5:1
Valve Head Dia:	
Intake	44mm/1.732
Exhaust	34mm/1.378
Spark Plug	Volvo 463511
Induction System	Bosch C.I.S. Injection

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:

	Std.
1.	3.71
2.	2.16
3.	1.37
4.	1.00
5.	

Final Drive Ratio(s): 3.91:1, '77-'78 & Calif. '76
4.10:1, '76.

CHASSIS

Wheelbase ..... 104.0 Track: Front: 55.9 Rear: 53.1
Wheel: Diameter: 14 Rim Width: 5.5 Mat'l: Steel

Tire Size:
Delivered ..... C/CR 78-14
Replacement Sizes ..... HR/SR 175-14; 6.95-14

Spring Specifications:
Front: Coil, McPherson Strut. Wire Dia. 0.557. Rate, 256 #/in.

Rear: Coil, Wire Dia. 0.480

Sway Bar(s) Diameter(s): Front: 0.710 Rear: 0.640
°Camber: 1 to 1.5 °Caster 2 to 3

Ride Height: Fender to Wheel Centerline: FR 15.6 RR 13.8

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc	10.3	
Rear:	Disc	11.0	

WEIGHT: '76, 2832# '77, 2800# '78, 2930#

OPTIONAL EQUIPMENT
Appearance options except light alloy wheels.
Audio options.
Convenience options except automatic transmission.
Protection options.

Manufacturer: Volvo
Model: 262, 264, DL

Class: SSA

ENGINE V6 SOHC, Model B27F

Bore x Stroke	88.0 x 73.0mm
Capacity	2673cc/163 CID
Compression Ratio	8.2:1
Valve Head Dia:	
Intake	1.730
Exhaust	
Spark Plug	Volvo #269464
Induction System	Bosch CIS Injection

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.
1.	3.68
2.	2.16
3.	1.37
4.	1.00
5.	0.797
Final Drive Ratio(s):	3.73:1

CHASSIS

Wheelbase ..... 104.0 Track: Front: 55.9 Rear: 53.1
Wheel: Diameter: 14 Rim Width: 5.5 Mat'l: Steel

Tire Size:
Delivered DR78-14
Replacement Sizes ..... D78-14; HR/SR 185-14; 7.35-14

Spring Specifications:
Front: Coil, Wire Dia: 0.550

Rear: Coil, Wire Dia: 0.478

Sway Bar(s) Diameter(s): Front: 0.710 Rear: 0.630
°Camber: 1 o 1.5 °Caster: 2 to 3

Ride Height: Fender to Wheel Centerline: FR 15.6 RR 14.0

BRAKES	**Type**	**Diameter**	**Width (Drum Brakes)**
Front:	Disc, Ventilated	10.3	
Rear:	Disc	11.0	

WEIGHT: 3013# '78, 3150#

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