

**APPLICABLE**  
**2005 ICSCC COMPETITION REGULATION**  
**AS ADOPTED BY NORTHWEST REGION SCCA 2006**

**PRO RX-7 (PRO7)**

Section	
1315.....	Page 9

**Conference Production (CP)**

Section	
C1302.....	Page 2
C1314.....	Page 3
C1401.....	Page 18
C1402.....	Page 18

**Club Rabbit (CR)**

Section	
1314.....	Page 3

Highlighted areas 2006 Changes in ICSCC Rules

## SECTION 13 - CLASSIFICATION OF CARS

- C     **1302.**     Production Cars
- A.     Definition. Production Cars will normally be only those cars which are series produced with normal road touring equipment in quantities of at least 500 per model sold. In addition, however, the Contest Board reserves the right to exclude any car from the Production category, even if made in quantities of more than 500. Also, the Contest Board reserves the right to include any car made in quantities of less than 500 if such cars, in the opinion of the Contest Board, are primarily designed as Production cars.
- B.     Recognition. Production category automobiles shall be recognized according to the manufacturer's complete designation including name, model, model number, engine displacement and SAE net horsepower. Production Cars are limited to those models that may be purchased in the U.S. or Canada as standard models. Cars that are not exported to the U.S. or Canada will be handled individually by the Race Steward.
- C.     Performance Options. Production cars may be raced with performance options, provided that those options were available as factory-installed for the make and model of the car being raced. Such options must be noted in the vehicle log book, and will be considered in classification of the car.
- D.     Any production-based car as defined by 1302. A. and B. shall be allowed to compete in GT, SP and Improved Production races for both trophies and points, without any changes, provided it meets the following requirements:
1.     1. GT1-GTL: If the car is classified by SCCA as a GT car it must run in that class. If the car is not classified by SCCA the Race Steward will assign a GT class to the vehicle, using the guideline of what similar type cars are classified by SCCA. In the event of two possible classes, the Race Steward must assign the vehicle to the higher class. The car must meet SCCA "IT" standards in regards to safety equipment, ie. fuel tanks and roll bars. The car must maintain its production body and only modifications allowed in 1402. C. 2. through 22. are permitted. The minimum race weight, including driver, for cars being classified by the Race Steward shall be the production class weight. Cars that are classified by SCCA must meet the SCCA minimum race weight. (Fall 2004)
  2.     SPU-M-O: The car must meet SCCA "IT" standards in regards to safety equipment.

- C 1302. D. 3. Improved Production: The car must be classified by SCCA as an E, F, G or H Production car. It must not exceed any mechanical, brake or chassis improvements allowed under SCCA rules pertaining to the specific SCCA Production car. It must meet SCCA "IT" standards in regards to safety equipment. The car must maintain its production body and only modifications allowed in 1402. C. 2. through C. 22. are permitted.

Production-based cars do not have to compete in a Conference Production class to be eligible for competition.

NOTE: There shall be no minimum weight for production cars competing as SP.

- C 1314. Club Rabbit (CR) is open to 1975-1980 model year Volkswagen Rabbits. All cars with this classification will run under current ICSCC Production rules with the following exceptions:

A. General

1. Cars must display class designation as "CR".
2. CR rules changes will be in accordance with the ICSCC rules.
3. CR cars must comply with ICSCC update and backdate rules for equipment and/or components (engine, brakes, suspension, and etc.) not defined/specified in the CR rules. The base configuration for 1500cc engine cars is the 1975 VW Rabbit. The base configuration for 1600cc engine cars is the 1976 VW Rabbit.

- C      **1314.**      A      4.      When the CR rules specify a part number or part code number, the number may not be removed, altered, or hidden.
5.      Parts designated in the CR rules as “aftermarket” must be available for purchase (mail order or over the counter) by CR drivers.
6.      When an “equivalent” part is allowed in the CR rules, the part must not differ in design from the specified part, or stock part if applicable, and must be available for purchase by CR drivers.
7.      If requested, CR drivers must provide the source (where you can buy it) for parts installed on their cars that are defined in the CR rules as “aftermarket” or “equivalent”.
8.      Data acquisition (DA) systems including wiring harnesses and sensors, even if not operational, are not allowed in CR cars during any practice, qualifying, or race. DA systems are defined as any device that records, displays or transmits data on air drag, suspension, acceleration, engine, traction, brakes and or tire performance. Simple non-recording oil-pressure, oil temp., water temp., water pressure, fuel pressure, brake line pressure, fuel level, battery voltage, alternator amp output, tach, exhaust gas temp., fluid level, temp or pressure gauges, and oxygen meters/gauges with a peak level memory are allowed. “Aftermarket” lap timers that consist of an external stationary transmitter and an in-car display are allowed.
- B.      Suspension, Wheels, and Tires
1.      A two point bolt-in front lower stress bar is allowed. The bar must bolt between the forward lower control arm bolts.
2.      CR cars will use a spec tire on all 4 wheels at all times. Grooving of the spec tire is not allowed. If the CR spec tire becomes unavailable during a racing season, the licensed CR drivers will meet with the Race Steward and assist the Race Steward in selecting a new spec tire. If the CR spec tire changes during a racing season, the old spec tire will remain legal until the end of the season. CR drivers are required to have enough spec tires on hand to complete an event/race weekend. Failure to use the spec tire for qualifying will result in a loss of time. Failure to use the spec tire for a race will result in disqualification.

- C     **1314.**     B.     2.     (a)     The CR spec tire is the 185-60-13 Toyo Proxes RA1. Shaving of the RA1 is allowed. (Fall 2004)
- 3.     The stock Rabbit front strut bodies must be used; after market struts are not allowed. The stock front strut spring perch may be removed and replaced by a threaded collar and a manually adjustable threaded spring perch. No other modifications to the stock strut body are allowed.
- 4.     Shocks are limited to “aftermarket” replacement shocks designed for a Rabbit. Adjustable shocks with separate adjustments for rebound/bounce and compression/bump are not allowed. Electronic or magnetic self-adjusting shocks are not allowed even if the shock control unit is contained in the shock body.

C.     Chassis and Body

- 1.     Minimum weight requirements:
 

1500cc engine	1852 lbs. with driver
1600cc engine	1899 lbs. with driver
- 2.     U.S. and/or European VW Rabbit factory bumpers are allowed. Custom bumpers are not allowed.
- 3.     The heater box and assembly and vents may be removed. If removed, the holes in the firewall must be covered with a metal plate.
- 4.     The metal drain tray panel that extends between the fenders, behind the carburetor, may be all or partially removed.
- 5.     VW Rabbit G.T.I. plastic fender flares part numbers; 175-853-717A (left front), 175-853-718A (right front), 175-853-817A (left rear), 175-853-818A (right rear), or “equivalent” may be installed. Custom fender flares are not allowed.
- 6.     Stock dash assembly may be replaced in part or in full with one of alternate material.

C. **1314.  
Contd**

D. Fuel, Exhaust, and Cooling System

1. One of the following carburetors must be used:  
VW 1975-76 Zenith 2B2 (24/27 venturi)  
Webber 32/36 DGV or DGF (26mm primary and 28 mm secondary venturies and 3.5 mm auxiliary venturies).
  - (a) If a Webber carb is used, it must be attached to the intake manifold using the stock VW carb isolator with a fabricated 1/2" thick adapter plate that mates the Webber to the stock isolator. The stock isolator, adapter plate, and gaskets cannot exceed 1 5/8" in height. The adapter plate may be port matched to the stock isolator.
  - (b) Fuel jets, air corrector jets, emulsion tubes, needle valves, and float sizes are free. Float bowl baffles may be installed. Float bowl vent tubes may be installed. The carburetor choke plate, and choke assembly may be removed.
2. Air filters are limited to aftermarket filters that attach directly to the carb body. Remote air cleaner/filters and/or air inlet hoses are not allowed. Air cleaner/filter mounts or adapters that function as velocity stacks are not allowed.
3. Intake manifolds are restricted to 1975-76 Rabbit VW factory carbureted manifold PN#055129713K. Coating or painting of the manifold is not allowed.
4. An "aftermarket" header may be used. The header may be coated or wrapped with an "aftermarket" material.

E. Engine

1. Engine blocks are restricted to VW part codes: FC, EE, EF, FG, EH, EJ, or FN. Stroke is restricted to 80mm on all engines.
2. Cylinder heads are restricted to:  
VW PN# 056103353B,  
VW PN# 049103373,  
VW PN# 049103373B (injected head).

- C      **1314.**      E.      3.      Valves are restricted to stock VW or equivalent (34mm dia. intake; 31mm dia. exhaust). Aftermarket/custom valve springs may not be used if the installation requires modification or machining of valve-train components.
4.      Any stock VW Rabbit 190mm, 200mm, or 210mm flywheel may be used. Material may be removed from the outer rim of the flywheel that faces the engine block, to no less than 1/8" from the starter ring. The remaining 1/8" of the rim may be used to balance the flywheel.
5.      The stock cam may be replaced with a Techtonics "G-Grind" cam PN#109-070 (228 degree duration, .423 inch lift, 16.5 degree overlap).
6.      Camshaft timing may be altered using a manually adjustable cam sprocket. A "Cam Saver" valve cover oil baffle VW PN#026103547 is allowed.
7.      Aftermarket urethane motor and transmission mounts are allowed. The stock or aftermarket rear transmission mount may be stiffened or reinforced.
8.      The use of Bosch Electronic Distributor part numbers:  
0 237 020 087,      0 237 022 035,      0 237 022 089,  
0 237 020 105,      0 237 020 069,      0 237 022 013,  
0 237 022 035,      0 237 022 015,      0 237 020 021,  
0 237 020 071  
Without any external advance or retard is permitted.
9.      The use of aftermarket coatings or paint on internal engine parts including the cylinder head and block is not allowed. The painting of the outside of the engine block is allowed.
10.      Pistons are restricted to stock VW or "equivalent" with a maximum diameter of 80.50 mm (3.1693 in.) for the 1588 cc engine and 77.50 mm (3.0512 in) for the 1471 cc engine.
11.      Titanium parts; bolts, washers, or nuts are not allowed in rotating engine, transmission, clutch, pressure plate, or drive shaft parts. (This includes rod bolts and wristpins).
12.      Cylinder head intake and exhaust porting is allowed per Rule 1402. E. 2. with the following exception: Valve guide bosses may be modified but must retain an unmodified stock valve guide.

C **1314.  
Contd**

F. Brakes

1. Brake rotors may be replaced with VW 9.4" dia. vented front rotors or equivalent. Cross drilled and/or slotted rotors are not allowed.
2. The stock calipers may be replaced with:  
VW Rabbit "Kelsey-Hayes" VW PN# 171615123B  
and VW PN# 171615124B or equivalent  
"ATE" VW PN# 321615123A and  
VW PN# 321615124A calipers.
3. Rear brake drum assemblies may be replaced with:  
Rear rotors #357-615-601 or "equivalent"  
Rear calipers #191-615-424A and #191-615-423A  
Spindles #191-501-117E and #191-501-118D  
Handbrake cables #191-609-721A.  
Rear wheel bearings, races, seals and wheel bearing  
hardware will remain as stock. Rear brake pad material is  
free.
4. Master cylinders are limited to stock VW factory or  
"equivalent". Custom master cylinders are not allowed.  
Brake fluid recirculating systems are not allowed.

G. Transmission

1. Transmissions are restricted to 1975-1978 U.S. Rabbit (gas) 4-speed. The VW part number is stamped on the lower outside edge of the bellhousing/case and begins with the letters GC followed by a 4 digit number. The last three digits are the month and year of mfg. which need to be between 084 and 088. The mandatory gear ratios are: 1<sup>st</sup> (3.45), 2<sup>nd</sup> (1.94), 3<sup>rd</sup> (1.37), 4<sup>th</sup> (0.97), and final drive (3.89).
2. A short-shift linkage kit may be installed.
3. Installation of any internal mechanical device to limit the travel of the 3rd gear operating sleeve is permitted as long as the device does not alter any other transmission function.

C      **1315.**      Pro-7

A.      General

1.      Intent - It is the intent of the Pro-7 class not to allow any modifications that would increase the cost of competition. The following rules are not guidelines for the class but an actual list of allowed modifications. If not specifically allowed, any other modifications shall be prohibited.
2.      Body Styles - All 1979-1985 Mazda RX-7's are eligible except the GSL-SE.
3.      Safety - All cars must comply with ICSCC Production and/or SCCA GCR's safety rules. Roll cages may only be attached to the body in a maximum of 6 places or 8 places per SCCA IT specifications. Fuel cells are permitted as long as they comply with SCCA GCR's and are located within 12" of the original gas tank location.
4.      Data Acquisition Systems - All data acquisition systems are prohibited except the G Analyst, Hot Lap and TachMate 5.

B.      Allowable Modifications

1.      General

- (a)      Other than those items specifically allowed by the rules, no other part or component may be modified, removed or disabled. All cars, engines and other OEM parts must be or must have been offered for sale in the United States by Mazda for the 1979-1985 12A RX-7. Replacement parts must be OEM or others of equivalent OEM specifications found on 1979-1985 12A RX-7's sold by Mazda in the US.
- (b)      Required parts for 79-80 Cars - The following parts are required to be used from 1981-85 cars: Intake manifold, carburetor, and exhaust manifold. Complete front MacPherson strut assembly including but not limited to, the brake rotors and calipers.

C      **1315.**      B.      2.      Body  
         **Contd**

- (a) All chassis and structure repair must be done as close as possible to the factory specifications. No additional frame strengthening is allowed. Body repair must maintain stock contours.
- (b) Fenders must be stock. Interior lips may be rolled for tire clearance. Plastic fender liners may be removed.
- (c) A front spoiler may be added provided it is not lower than the lowest part of the wheel rim. It may not protrude beyond the overall outline of the body when viewed from above, perpendicular to the ground. The outline excludes bumpers and/or mounts. The spoiler may not extend any higher than four inches above the horizontal centerline of the front hubs. It shall not cover the grill opening below the bumper. Openings in the front spoiler are permitted to duct air to the brakes, radiator, oil cooler, etc.
- (d) Windshield clips are allowed and recommended. Hood and trunk pins may be fitted. Stock hood latches may be replaced with clips. The car must be run with the hood, doors, and trunk completely closed and secured.
- (e) Openings to duct air to the brakes, radiator, oil cooler, etc. may be cut in the lower valance below the front bumper. The maximum area is 18 square inches total that may be cut out, not counting any stock openings. The stock engine under tray may be removed.
- (f) Removal of all four side marker lights and associated assemblies is permitted. Additionally, the front turn signal indicators and their associated assemblies may be removed. All holes created by the removal of these light assemblies may remain open or may be used for air ducting, so long as nothing protrudes beyond the body, or the outer portion of the bumper.

C     **1315.**  
      **Contd**

B.     3.     Interior

- (a)     The driver's seat and/or the passengers seat may be replaced with any other seat. Any steering wheel may be used other than wooden units. Any shift knob may be used. Gauges may be replaced or added. The dashboard pad must be retained. Any interior or exterior mirrors may be used. Floor mats, spare tire, tools, jack, must be removed.
- (b)     Rear seats, sun visors, their hardware, carpeting, insulation, headliner, interior lamp and mounts, radio, speakers, antenna, rear trim panels, sunroof tiedown straps may be removed. Rear storage bins and supports, rear carpeting and supports. The rear plastic covers of the trail lights in the 1979-1980 models.
- (c)     The following pieces may be removed and if removed they must be removed in their entirety. Interior door panels, passenger seat, heater controls, knobs, and switches. The center console which is the section between the two seats that is attached only to the floor. The wiring harness may be removed or modified provided it serves its original purpose. The holes resulting from removal of the door panels and pieces the dash, must be covered by panels made of sheet metal, or similar material in good appearance. All such gutting must be done with keeping a nice appearance in mind.

4.     Weight and Ballast

- (a)     A minimum weight of cars shall be 2,400 lbs. with driver at all times. Ballast is allowed, but must be located no further rearward than the stock seat bolt holes of the drivers seat base. Each ballast piece may not be taller than three inches or stacked higher than three inches. Ballast must be securely fastened to the car.

5.     Wheel Studs

- (a)     Wheel studs and lugnuts are unrestricted, but must be made of steel. They may not be smaller than stock.
- (b)     Wheel spacers of up to a maximum of .500" may be used.

C **1315.  
Contd**

B. 6. Engines

- (a) The alternator must be working and must be charging according to the manufactures specifications while the vehicle is running.
- (b) The engines used in Pro-7 shall be Mazda 12A rotary engines from 1979-1985 US model RX-7's. No internal engine modifications are allowed. Stock or carbon apex seals must be used.
- (c) All pulleys, except the eccentric shaft pulley must remain OEM or equivalent.
- (d) Balancing and blueprinting are allowed. Lightening of parts beyond the minimum required to balance is prohibited.
- (e) Oil pans, windage trays, oil lines and filters are open. A pressure accumulator such as an Accusump may be used. Any lines that pass through the passenger compartment must be metal or metal braided except for the oil pressure gauge line. All lines must be securely fastened and safely routed. No dry sump systems may be used.
- (f) All engine breathers and coolant overflow lines must vent to a catch tank of at least one liter capacity.
- (g) The engine oil metering system may be disabled and or removed.

7. Fuel System

- (a) The stock 4 barrel carburetor from a 1981-85 RX-7 must be used. Only carburetor fuel jets may be changed, and the air correctors may be modified. A float bowl baffle may be used. All carburetor air correctors must be Mazda OEM parts. The spring for the vacuum secondary is unrestricted but must be used to open the secondary throttle blades in the conventional manner. Choke mechanisms, plated rods, and actuating cables and/or rods may be removed. No venturi shall be modified in any way but they may be aligned. No removal or alteration of the airhorn is allowed. Throttle linkage maybe

- C      **1315.**      B.      7.      (a)      modified or changed. The carburetor insulator and gasket assembly may not be modified, except that the vacuum inlets may be capped and the heat shield may be cut off. All air entering the intake manifold must pass through the carburetor air inlet only.
- (b)      No fuel injection shall be allowed.
- (c)      Only 100% petroleum based pump gas or race gas such as Trick or 76 Racing Gas will be allowed. Two stroke oil may be mixed with the gas. No other fuel additives are allowed.
- (d)      Fuel pumps, filters, and lines and hoses are unrestricted except maximum I.D. of fuel lines/ hoses is 3/8 inch. Any fuel lines that pass through the interior must be metal or metal braided. Carburetor fuel inlet fitting may be modified only for the addition of an AN fitting. Pumps may not be mounted inside the passenger compartment. All lines must be securely fastened and safely routed.
- (e)      The intake manifold must be a Mazda factory carbureted unit with no modifications. Vacuum fillings may be plugged. Only 81-85 RX-7 intake manifolds are allowed.
- (f)      All smog equipment may be removed including the catalytic converter. Any equipment not removed must either be disabled or left to function as originally intended by the manufacturer. All disconnected ports and holes must be plugged. The shutter valve may be wired open, but may not be modified in any other way. The external shutter valve actuator assembly may be removed.
8.      Air Cleaner
- (a)      The stock air cleaner housing lid may have round holes drilled within the outer two inches for greater air flow and the element may be replaced with an aftermarket unit matching the exact dimensions of a stock filter. The outer two inches is measured from the outermost part of the lid. The holes that are drilled into the air cleaner lid must be round, and must be made with a drill or round punch. No torches, grinders, or other type of cutting devices

- C      **1315.**      B.      8.      (a)      will be allowed. All unused holes in the base must be plugged. No stub stacks may be used. A fresh air intake hose may be routed to the air cleaner horn, provided that no holes are cut in the body or firewall. A hole may be cut in the right side of the radiator support for the fresh air intake.
9.      Ignition
- (a)      All ignition components must be stock. Any coil that fits in the stock bracket may be used. Any spark plug and ignition wires may be used.
10.     Battery
- (a)      The battery must remain in the stock location. The battery must be of the same type (type 24 or 24F) size, and voltage as originally equipped and may not be modified. The battery must be securely held with a metal battery hold down. The positive battery terminal shall be covered. The positive terminal on the starter solenoid shall be covered.
11.     Exhaust
- (a)      The catalytic converter may be removed and the exhaust pipe aft of the exhaust manifold may be replaced with a single pipe, 2.5" O.D. maximum. The exhaust must exit behind the driver, directed away from the car. A muffler may be required to meet sound regulations. The stock 1981-1985 Mazda exhaust manifold must be used.
- B.      12.     Cooling
- (a)      Any radiator may be used provided it fits in the stock location and requires no body or structure modifications to install. Fans may be removed or added. Thermostats are open. A/C systems may be removed. Oil coolers may be added. The heater core may be bypassed.
13.     Clutch
- (a)      Any clutch disc and an all steel pressure plate of the stock diameter may be used provided that they bolt directly to an unmodified flywheel. Multiple disc clutches are prohibited.





- C     **1315.**     B.     20.     Fasteners  
          **Contd**
- (a)     Fasteners are unrestricted provided they serve the same function as originally intended. Gaskets are unrestricted provided they serve the same function as originally intended. Any fastener that secures any butterfly plate in the carburetor or manifold must meet OEM specifications for length, size, thread, and type. Bolts holding the front sway bars and links may not be lengthened or shortened, however washers may be added and spacers may be lengthened or shortened.
- B.     21.     Updating/Backdating
- (a)     Cars may update/backdate components (i.e. a 1979 car may use 1984 body panels). Switching of components is only permitted within cars to the same make, model, body type, and engine size (i.e. no parts from a GSL-SE).



**contd**

cartridges may be substituted for the stock oil reservoir type. Coilover type springs and adjuster sleeves may be used. The adjuster sleeve may be permanently attached to the strut. Any shock absorber or strut may be used. Remote reservoir shock, strut, and/or insert is prohibited.

2. Addition of sway bars, anti-roll bar(s), watts link, traction bars, and panhard rods. They may be adjustable, and different sizes may be substituted.
3. Cars with swing axles may, at the discretion of the Race Steward, be required to be equipped with camber compensators. Such equipment requirements will be included in the Supplementary Regulations for the event. The make and specification of axles may be upgraded for safety purposes with axles of a like type, geometry and location upon written approval of the Race Steward, recorded in the technical log book.
4. Installation of any wheel provided by the car manufacturer for that specific model, or any substitute provided that the wheel used is dimensionally identical in diameter. Wheels may be reinforced.
5. The maximum rim width for each car will be determined by original equipment specifications, or factory dry weight as follows:
  - 3000 lbs. and over - 8.5" wide
  - 2500 lbs. through 2999 lbs. - 7" wide
  - 1500 lbs. through 2499 lbs. - 6" wide
  - 1499 lbs. and below - 5.5" wide
6. Wheel offset and use of spacers are not regulated except that tire tread must be covered as per Section 1108. B. Factory stud bolts or studs may be replaced by aftermarket studs to facilitate wheel and spacer installation provided the studs and/or nuts do not extend past the outermost edge of the wheel rim.
7. Tire width. Production cars having wheels up to 5.74" will be allowed a tread width ratio of 1-1/3 times the rim width. Cars having wheels 5.75" and over will be allowed a tread width ratio of 1-1/4 times the rim width. A 10% tolerance over the resulting width dimension will be permitted. Tread width is defined by manufacturer's specifications.

contd.

allowed to use 13" diameter wheels. Production cars having stock metric dimension wheels (i.e. TRX 15.5" diameter) will be allowed to use 15" diameter wheels. If your car has 14" wheels and racing slicks are not available in that size, you are allowed to use 13" or 15" wheels with slicks.

- 9. Wheel alignments may be set to any desired specifications. Camber plates may be used on upper strut towers.
- 10. A crossbrace may be added from one shock or strut tower to the other. The brace and/or its mounting bracket can not be anchored to any other part of the car.

C. Chassis and Body

- 1. (a) Production cars will be classified by the following horsepower to weight ratios only:

CLASS A .....	12.9 and under
B .....	13.0
C .....	14.5
D .....	16.0
E .....	18.0
F .....	20.0
G .....	22.0
H .....	24.5
I .....	27.0
J .....	29.5 and over

These classifications are for minimum race weight with driver. A car may be classified to run in 3 adjoining classes, as long as minimum race weight is met. Example: B C D are adjoining, F G H are adjoining and H I J are also adjoining. Examples of car classes: A car with 140 stock horsepower to run in E class would have a minimum race weight of 2520 pounds: 140 times 18 equals 2520. A car with 75 stock horsepower to run in H class would have a minimum race weight of 1838: 75 times 24.5 equals 1837.5 rounded to 1838. Race weight rounding will be determined by standard mathematical rounding. 0.5 to 0.9 gets rounded up and 0.1 to 0.4 gets rounded down.

contd

by the manufacturer for the vehicle as it is sold in the U.S. If both gross and net are published, the gross rating will be used. If the car is sold in Canada with a different horsepower rating it will be the Race Stewards responsibility to determine if the rating system is different or if the engines are actually different. If the Race Steward determines the engines are the same, the U.S. rating will apply. (Engines are defined as blocks, heads, exhaust systems, fuel delivery systems, intake manifolds and all internal parts.)

- (c) Up to 150 pounds of ballast may be added to achieve the minimum race weight. This weight is in addition to any weight achieved by not removing allowable items in 1402. C. 2.-19. The ballast must be placed on the passenger side of the car, aft of the firewall and in front of the front passenger seat rear mounting bolts or bolt holes. No further back than 48 inches measured from the vertical part of the firewall, or no further back than the rear original factory bolt holes for mounting the front passenger seat. (Ballast is defined as a nonfunctional mass securely fastened inside the car.)
- (d) These classifications are for cars racing with radial tires. Slicks will be allowed, however, the cars will be required to move up 1 class while maintaining its previous race weight.
- (e) It is acknowledged that different cars have more or less performance advantages. If an individual car is by far superior in performance to an equally prepared car in class, the Race Steward with approval of 75% of the Competition Committee will either encourage the driver to move up a class or assess a weight penalty. The weight penalty imposed by the Race Steward shall not exceed 5% of the cars race weight. This penalty would apply to the next year and must be assessed by the Race Steward before October 31. The following year another 5% penalty can be assessed in addition to the first penalty if the car continues to have superior performance. These weight penalties will be rounded up or down according to standard

**contd**

placed in the same area as the ballast rule. The penalty weight will be in addition to any ballast the car may be running with in class. Appeals may be taken as provided in Section 10. (Fall 2004)

- (f) Production cars that come factory equipped with turbo/super charging forced induction must run in the next higher production class than would be specified by the power to weight production classification rule [Rule 1402. C. 1. (a)].
  - (g) Cars with turbo and or super chargers will not be allowed to compete in Conference Production classes. Cars that are turbo charged and are currently racing will be allowed to compete through the 2005-racing season. "Currently racing" is defined as having a log book with a Conference Production race entry prior to October 31, 2002.
2. Removal of grilles and/or bumpers. If bumpers are removed, all brackets, braces, etc., which protrude past the body shell must also be removed.
  3. Removal of interior fender lips and wheel well projections to allow fitting of legal sized tires. Exterior dimensions may not be modified.
  4. Removal of the windshield, wiper blades and wiper arms, on open cars, provided a suitable racing windscreen is fitted. Removal of side window glass in one or two doors. If removed, the elevating mechanism may also be removed. Rear windows may be removed on certain cars (Porsche 914, Fiat X1/9, Toyota MR2, etc.) and substituted with plastic window of identical shape if removal of window is necessary to construct SCCA legal roll bar or cage. Substitute rear window must fit tightly around roll bar/cage braces and offer no aerodynamic advantage over glass window it replaces. Open cars are those termed as roadsters, convertibles, etc. by NADA, Kelly Blue Book, State Department of Transportation or insurance codes. Only windshields that may be removed by unbolting may be removed from open cars.
  5. Installation of rear facing louvers or raising hood or trunk for engine cooling.

**contd**

7. Removal of the spare tire, jack and tool kit, if any.
8. Removal of convertible tops.
9. The fitting of a spoiler to the front of the car, provided that, no changes are made in the body work for this purpose, and that it does not extend, to the side, beyond the furthestmost outside point of the fender, nor more than four (4) inches above a horizontal plane passing through the wheel hub center lines, nor forward of the most forward part of the front body panel. The front valance panel may be removed or modified to facilitate installation of aforementioned air dam/spoiler.
10. All inside modifications for the purpose of improving the comfort of the driver.
11. Removal of all decorative, luxury and/or insulating material from the interior of the vehicle, including, but not limited to the headliner, passenger seat, carpets, padding, sunvisor(s), console, side panels and armrests, and any non-mechanical device attached to the inside of the roof, sides, tunnel, front or rear of the passenger compartment, provided the stock instrument panel is retained with modifications as allowed by these rules.
12. The radio, lighter, ashtray and glove-box door may be removed from the dashboard/instrument panel. It may be modified to accept the placement of appropriate gauges, lights and switches.
13. Back seat(s) may be removed to facilitate installation of a roll bar (cage).
14. All cars must have a sealed flameproof bulkhead between the driver/passenger compartment and the fuel tank, fuel cell, filler neck & cap (when cap is located inside the car).
15. Inside rearview mirrors may be removed to facilitate the installation of after market mirrors.
16. After market steering wheels may be installed.

contd

18. Removable steering wheels and adaptors are allowable.
19. Air conditioner components may be removed.
20. Cars 25 years and older may replace metal body pieces with fiberglass replacement panels provided that the fiberglass pieces conform to the original body profile. Flares are not allowed unless they were offered on the production model.
21. All the emergency brake hardware may be removed.
22. Wiper blades and wiper arms may be removed.

D. Fuel, Exhaust, Cooling System

1. Installation of any fuel tank provided by the manufacturer for that specific model, or any substitute, provided that the fuel tank does not weigh less than the original tank. Any fuel cell may be used regardless of its weight, or location. However, the fuel cell shall be located within the same compartment as the stock tank, or elsewhere upon the Steward's written approval, recorded in the Technical Log Book.
2. Installation of electric fuel pump(s). The number of fuel pumps shall not exceed two. However, if a car is equipped with a fuel cell as provided in subsection 1402. D. 1. above, the number, type and placement of fuel pumps be free.
3. Any fuel filter of a non-glass type, and/or fuel pressure regulator may be used.
4. Substitution of carburetor jets and/or needles. Air-fuel mixture may be altered on fuel injection cars but may not be adjustable from the cockpit. On computer controlled cars, air-fuel mixture and ignition timing may be altered by means of a substitute computer chip.
5. Addition of carburetor float bowl baffles or other devices similar in purpose, to eliminate starving or flooding during cornering on cars so affected.

**contd**

which can be replaced with aftermarket filter elements or housing and element can be completely or partially removed or aftermarket housing and element may replace original equipment housing and element. Velocity stacks and Ram-Air are not allowed unless original equipment.

7. Except as specified in Section 1112 any exhaust system retaining the stock exhaust manifold may be used. Due to the unsuitability for racing of cars equipped with thermal reactors, cars so equipped may have the thermal reactor replaced with factory available (North American Market) cast iron exhaust manifold(s) from a newer series motor, provided that no alterations are required to either the manifold or to the motor.
8. Substitution of any radiator provided that the stock mounting brackets and hose fittings are used.
9. The hoses to the heater core may be bypassed or removed.
10. Cooling fans are free.
11. Weber 32/36 DGV, DGAV, DGEV may be substituted for production two barrel carburetor.

**E. Engine**

1. Balancing is permitted.
2. Matching and polishing of ports. Ports of intake/exhaust manifolds and heads may not be enlarged to a size greater than that of a manufacturer's stock manifold gasket for the specific engine being used. Combustion chambers may be polished, but the shape shall not be altered. Valve size shall not exceed the manufacturer's stock specifications. Valve guides and valve bosses may not be altered.
3. Substitution of make, but not specification or type of pistons, valves, camshafts and bearings. Gasket type and material is free.

**contd**

springs. Valve spring shims are allowed

5. Reboring, on condition that bore does not exceed by more than .0472" (1.2 mm.) the original bore.
6. Planing of heads and/or blocks to any extent which does not increase the compression ratio by more than 0.5, excluding any increase in compression ratio gained by the allowable overbore. Head gaskets are free so long as the compression ratio does not exceed allowable increase.
7. Addition of oil filter, oil coolers and/or alternate sumps of the same type. Addition of baffles in oil sump and Accusump type oil accumulator.
8. Engines must maintain factory workshop manual specifications for cam timing. Cam timing may be set to factory specification using a manually adjustable cam sprocket or gear or offset key. Dual overhead cam engines may install the offset key on the crankshaft. Only one of the above options may be used at any one time. Modified cam profiles are expressly prohibited. Rotary engines must maintain factory workshop port timing. Modified port timing is expressly prohibited.
9. Restraining straps or chain may be used to restrict engine movement in the event of stock motor mount failure. The straps or chains may not restrict engine movement in any way when the stock motor mounts are intact.
10. Non-OEM fasteners may be used for the engine.

**F. Brakes**

1. Substitution of make and fitting system of brake linings.
2. Installation of dual master cylinders.
3. Fitting of "safety braker" type systems. Installation of brake proportioning valve(s).
4. Removal or venting of backing plates and fitting of airscoops, providing that no changes are made to the interior or exterior body panels.

**contd**

6. Wirebraid reinforced brake lines may be substituted for stock.
- G. Transmission, Differential and Clutch
1. Substitution of make and fitting system of clutch lining.
  2. Substitution of number and/or tension of clutch springs.
  3. Substitution of gearbox and final drive ratios when those different ratios are produced and listed as standard for that specific year and model by the manufacturer in the factory workshop manual.
  4. Overdrives shall be considered as a standard item if provided by the manufacturer as standard or as an option.
  5. Addition of a device for locking out reverse gear.
  6. Installation into the original housing of limited-slip, locker type final drives or welding of final drive gears.
- H. Breathers. Installation of spiral tube or other types of breathers on crankcase, transmission and differential in accordance with Section 1109. C. 3.