

from the top of the rear hoop to the floor at the rear of the car.

I. Other Roll Bar Designs

It is recognized that there is continuing progress and variety in the design and construction of cars. As a result, it may not be practical or possible to apply these specifications to all cars. It is also recognized that there may be roll bar designs and installations which are sound and acceptable, but which do not conform completely with the specifications. There is no desire to restrict the ability and ingenuity of design in this respect.

However, all roll bar installations are subject to approval by the Technical and Safety Inspector and must fulfill the basic purpose of driver protection.

Edited to only include Sedan Rules.



GENERAL COMPETITION RULES

1972 EDITION
1973 Revised



- c. Gaskets and seals.
- d. Brake lines and fuel line.
- e. Spark plugs.
- f. Piston rings.
- g. Wheel bearings.
- h. Connecting rod bearings and crankshaft main bearings of some 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.

Revised 1/73

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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 recognized and homologated as follows:

- a. Homologated by FIA in Group 1 or 2 prior to December 31, 1968 (Forms available from ACCUS-FIA).
- b. Recognized by SCCA in Sedan category prior to December 31, 1969 (Forms available from SCCA).
- c. Recognized by ACCUS-FIA as eligible for SCCA Sedan category after January 1, 1970 (Forms available from ACCUS-FIA or SCCA).
- d. Regardless of ACCUS-FIA or SCCA recognition as above, the following categories or cars shall not be eligible as SCCA Sedans:
 - 1. Cars with a wheelbase of more than 116".
 - 2. Convertibles or sun roofs.
 - 3. Independent rear suspension on cars with engine displacement of over 2500 cc.

6.A.2 Recognition Forms

All cars recognized by the FIA or the SCCA are described in detail on a Recognition Form, thereby enabling identification of make and model, its specifications, and approved optional equipment. In order to be valid, the Recognition Form must carry the approval of the FIA, ACCUS-FIA, or SCCA, whichever is applicable.

Entrants of SCCA Sedans must have in their possession the Recognition Form for the make and model entered, and shall make these forms available to the Scrutineers on request. If the Recognition Form is not made available to the Scrutineers, the Race Officials may refuse to allow participation of that car.

In case of doubt involving specifications not adequately described on the Recognition Form, the Scrutineers may

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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.

It is the responsibility of the competitor to obtain the complete Recognition Forms concerning his car.

ACCUS-FIA
330 Vanderbilt Motor Parkway
Hauppauge, Long Island,
New York 11787

SCCA
P. O. Box 22476
Denver,
Colorado 80222

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 of the GCR. It is recommended that all Class A Sedans be equipped with a full roll cage as described in Appendix Z, Section H of the GCR.
- b. Fuel filler neck and cap must be of standard U.S. automotive production and must be located as provided by the manufacturer or as required in Trans-Am Competition.
- c. At least one main door window must be fully open during competition. An open vent window will not suffice.
- d. The minimum weight shall not be less than 3200 pounds with full fuel tank and without driver. Ballast is permitted, but if utilized must be securely mounted within the coachwork.
- e. There must be a metal bulkhead separating the driver/passenger compartment from the compartment containing the fuel tank. Such bulkhead must be added if the standard vehicle has none.
- f. Any steering system locking mechanism which is fitted by the manufacturer must be removed.
- g. Windshield safety clips 3" x 1" x 1/8" 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 the bottom edge of the windshield. Clips must be spaced a minimum of 12" apart. Rear window must be secured with two straps 1" wide, 1/8" thick, bolted or riveted to the body both at the top and bottom of the rear glass.

- h. The headlight and parking/front signal light assemblies must be removed. The resulting openings may be used for ducting of air to the engine, front brakes and/or oil coolers. The openings must be covered with wire mesh screen, maximum weave 1/4" wire cloth. This screen must be of the same contour as the original lens and mounted so that the headlight bezel/rim remains in place and presents a stock appearance.

Side marker light assemblies must be removed and the resulting openings covered with a plate which does not exceed the dimensions of the original parts.

If the headlight openings are not used for ducting air, they must be completely covered with a plate whose dimensions do not exceed the dimensions of the original parts and mounted so that the headlight bezel/rim remains in place.

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 the rules.

B. Chassis and Coachwork

1. Bumpers may be removed providing all projecting hardware also is removed. In Trans-Am competition, all cars must be equipped with standard bumpers mounted in standard position. TA
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 bolted or 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, tires and install brake and oil cooler ducting, the interior of fenders may be altered except for the removal wholly or partially 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 provided the fender opening profile, viewed from side of automobile and the material, are not changed. The tire tread shall not extend beyond the fender opening at the highest point of the tire.
6. The headliner may be removed.
7. Jacking points may be strengthened, their location may be changed or extra ones may be added.
8. 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.

9. Inside door handles, window cranks, window mechanism, and side glass may be removed. Door trim panels, and upholstery shall not be removed. ✓

10. Front Spoiler:

- a. A standard front spoiler recognized as being produced in the required quantity may be used.
- b. Automobiles which are produced in standard form without a front spoiler may use a spoiler provided it meets the following requirements:
 - 1) It must be mounted to the front underside body panel below and to the rear of the front bumper location.
 - 2) The maximum front spoiler width shall be limited to the car's front wheel centerlines (the front track dimension).
 - 3) The vertical dimension from the lowest point on the front lower panel to the lowest point of the spoiler shall not exceed four inches.
 - 4) It shall not extend above a horizontal plane passing through the centerline of the wheel hubs.
- c. Standard front spoilers may be altered provided the dimensions specified above are not exceeded.
- d. Openings may be made in the front spoiler for the purpose of ducting air to the front brakes.
- e. Oil cooler and front brake ducting may not exceed the dimensions specified above.

Rear Spoilers

- a. A standard rear spoiler recognized as being produced in the required quantity may be used.

11. 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.
12. 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 8 inches.
 - b. Diameter — 14 inch or 15 inch (all four wheels must be of the same diameter).
 - c. Track — maximum 64 inches, front and rear measured at a horizontal plane through the hub centerline. The track dimension shall remain equally disposed from the centerline of the automobile.
 - d. Wheels must be attached with not less than 5 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-sway bars is authorized. Torque arms, panhard rods and other similar axle location devices may be used. These devices may extend into the driver/passenger com-

partment, 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.
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 axle mounting for the leaf spring is free.
9. Rear spring mounting location on the chassis may be moved inboard to obtain tire clearance, provided chassis sub-frames are not altered. Mounts may not be relocated in a fore and aft direction. Both springs must be located an equal distance from the longitudinal centerline of the car.
10. Production front suspension control arms must be used, but may be reinforced for safety. Length of control arms may not be changed. Control arm mounting location at the chassis may be changed.
11. Steering arms, Pitman arms, steering linkage component parts may be reinforced or substituted.
12. The wheelbase of the automobile may not be changed or relocated in a fore/aft direction.
13. The improvement of the effectiveness, for racing purposes, of energy-absorbing steering columns provided that the energy-absorbing characteristics are not reduced.

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 relocated to the trunk, but if so, must be enclosed in a 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. 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 on the recognition form of the automobile.
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. The exhaust system must terminate behind the driver's seat and must be directed away from the body.
2. Substitution or modification of the clutch and/or flywheel is permitted provided there is no change 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 the cylinder head, the holes must be completely plugged.
4. It is permitted to change bore and/or change stroke without limitation except that the resultant displacement may not exceed 305 cu. in. ✓
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 steel or cast iron connecting rods.
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 may 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 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, 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 keepers 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. Any oil pan (sump), oil pump(s) or oil pick-up is allowed. Dry sump systems are permitted provided the oil tank is located forward of the engine compartment firewall.
18. 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.
19. Any transmission ratios may be used in the standard or recognized optional transmission. The number of forward and reverse gears may not be changed.
- ✓ 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. A single SCCA approved four-barrel carburetor (Holley model 4150) with a throttle bore size at the butterfly no larger than 1-11/16" diameter must be used. Extensions or addition of material, except for throttle linkage, to the exterior of the carburetor body is prohibited.
3. 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.

4. 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.
5. Fuel lines are restricted to a maximum of 1/2" 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 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 of Aeroquip metal braided hose.

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" 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.

I. Safety Fuel Cells

1. The use of safety fuel cells conforming to specifica-

tions detailed in Appendix X is recommended for the SCCA sedan category.

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.

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 Recognition Forms:

The SCCA will publish a recognition form for each eligible automobile. This form will be compiled from information supplied by the manufacturer through FIA homologation procedures, maintenance books, spare parts books and general catalogs. This form will be the official description of that make and model and it is the responsibility of the competitor to obtain and have in his possession the recognition form for his car. This recognition form must be made available to the Scrutineers and failure to do so may result in a refusal to permit participation in the event.

In case of doubt involving specifications not adequately described on the recognition form, 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 recognition forms for all eligible cars in Classes B and C are available at \$5.00 each from:

SCCA
P. O. Box 22476
Denver, Colorado 80222

Cars must meet or exceed the minimum racing weight as listed on the SCCA Sedan Recognition Form. Weight of the car is as raced out without fuel and driver. Minimum