

## 9.1.5. PRODUCTION CATEGORY

### A. Philosophy

The Production category exists to provide the membership with an opportunity to compete in series produced cars. While a Production car retains many **stock components**, the current rules allow for high performance **modifications** to enhance the safety, power and handling of the car. Production cars are specified at two levels of preparation, Level 1 (Full Prep) and Level 2 (Limited Prep). The commitment for the future of Production is to the Level 2 formula. Every aspect of a car being classed will be considered. The normal criteria for consideration are, but not limited to: **engine** size and configuration, horsepower potential, drive-line **components**, brakes, car weight, **suspension** configuration, **wheels**, and **body** style. Any car with an aspect or aspects that the Club Racing Board feels has fallen outside the current classes and cars classed, can be excluded from one or all of the current Production classes. The Club can alter **specifications** to equate the competition potential of each car in its modified form.

### B. Classification

The Club will use the following guidelines when determining a car's suitability for classification in the Production category:

1. Production cars are specified at two levels, Level 1 and Level 2. Cars can be specified at either level or a combination of both.
2. Classification will be based on the **specifications** of the base model of the car, as it was delivered for sale in the United States.
3. Cars submitted for new classification in the Production Category must be series produced in quantities of no less than 3000 within a twelve month period.

### C. Specifications

The SCCA will publish Production Car **Specifications** (PCS) each year. The PCS will contain the **specifications** for each car eligible to compete in the Production Category for that calendar year.

1. Each line of the PCS will list the make, model(s), level of **drive train** and **suspension/steering** preparation, along with all other car specific **specifications**.
2. Cars can be updated or backdated within the **specifications** for the makes and models listed on the same **specification** line of the PCS.
3. The use of non **stock components** may be permitted. Non **stock components** can be permitted to equate competition potential.
4. **Track specifications** will be set at 103% of the car's **stock track** plus 2.5 inches.

### D. Interpretation

1. An **addition, modification, substitution** or **removal**, must not be made unless specifically authorized.
2. An authorized **addition, modification, substitution** or **removal** can not perform a prohibited function. An authorized **addition, modification, substitution** or **removal** of one **component** does not permit the **addition, modification, substitution** or **removal** of any other **component** unless the **addition, modification, substitution** or **removal** is specifically authorized.

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3. The levels of preparation on the cars **specification** line are the only levels that apply to that car. Authorized **modifications** in one level of preparation can not be used to determine or justify authorized **modifications** in another level of preparation.
4. The entrant of a car prepared to any of the level 2 **specifications**, must be in possession of a factory workshop manual at all competitions.
5. When the PCS refers to a **component** as being unrestricted, this permits the **addition, modification, substitution** or **removal** of that **component**.
6. A rule that pertains to a specific **component** supersedes a general rule that might otherwise apply.
7. If any word is used in the Production car **specifications** is defined in the technical glossary of the GCR, it will be interpreted as defined. Terms with corresponding glossary definitions are bold highlighted throughout the PCS.

### E. Authorized Modifications

#### 1. Drive Train Level 1

##### a. Drive Train Component Modification

1. **Stock** and permitted alternate **components** of the **drive train** can be modified by any mechanical or chemical means. **Modification** of a **drive train component** does not permit relocation of that **component**.
2. No material or mechanical **extension** can be added to any **stock** or alternate **component**, unless specifically authorized by these rules. **Repairs** to a **stock** or alternate **component** are permitted, provided the **repair** serves no prohibited function.
3. **Stock** and permitted alternate **components** of the **drive train** can have thermal barrier and friction altering coatings applied.

##### b. Induction System

1. All inducted air must pass through the **venturi(s)** of the car's **carburetor(s)**. On cars where the use of one (1) 40 DCN, DCNF, IDF **carburetor** is required, can fit one (1) of the following permitted optional **carburetors**:
  1. Weber 32 DGV/DGAV/DGEV
  2. Weber 32/36 DGV/DGAV/DGEV
  3. Weber 32/36 DFV/DFAV/DFEV
  4. Weber 34 DAT/DATR/DATRA/DMTR
  5. Holley-Weber 5200.

*Carburetor jets, jet needles, metering rods and needle valves are unrestricted. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses can be **removed**.*

Where Weber **carburetors** are specified, Weber type **carburetors** can be **substituted**. The following are permitted Weber type **carburetors**:

1. Solex
2. SK
3. Mikuni
4. Delorto
5. Berg
6. PMO

2. **Stock** or permitted alternate sidedraft **carburetor(s)** can use an adaptor plate and/or a spacer in **addition** to any **stock** spacer, between the **carburetor(s)** and the **intake manifold**. Material for the adaptor plate and spacer is unrestricted. No adaptor plate or spacer can serve any purpose other than to space out and/or mate the **carburetor(s)** to the permitted **intake manifold**. The adapter or spacer cannot create a plenum or change the **carburetor(s) orientation**. The maximum thickness for the adapter, spacer, **stock** spacer or combination of all is 1.25". For the purpose of these rules an Isolator is a spacer.
  3. **Stock** or permitted alternate downdraft **carburetor(s)** can use an adaptor plate and/or a spacer in **addition** to any **stock** spacer, between the **carburetor(s)** and the **intake manifold**. Material for the adaptor plate and spacer is unrestricted. No adaptor plate or spacer can serve any purpose other than to space out, or mate the **carburetor(s)** to the permitted **intake manifold**. The adapter or spacer cannot change the **carburetor(s) orientation**. Adaptors and spacers can have a **bore** larger than the throttle **bore** of the **stock** or permitted alternate **carburetor(s)**. The maximum thickness for the adapter, spacer, **stock** spacer or combination of all is 1.25". For the purpose of these rules an Isolator is a spacer.
  4. Car's permitted to utilize **fuel injection**, must use the **stock manifold** and **throttle body**. The **throttle body bore** size must remain **stock**. The **throttle body** can be ported and **polished**. The number of **injection nozzles** must remain the same as **stock**. The mounting position and injection point of the **injection nozzle** must be **stock**. The **stock** type of **fuel injection** must be maintained (electronic, mechanical, *Bosch CIS, etc.*). The **fuel injection system** is otherwise unrestricted.
  5. All carburetors must retain the **stock** method of fuel distribution. Utilization or **modification** of a carburetor's **components** to effect an annular discharge configuration is prohibited.
  6. **Air cleaners, velocity stacks, air supply ducts and cold air boxes** are unrestricted.
  7. **Stock** or permitted alternate **intake manifold(s)** can be ported and **polished**. It/they can be cut apart to facilitate this work. When the **manifold** is re-welded, the external dimensions of the **manifold** must remain unchanged from **stock**.
  8. No portion of the **intake manifold(s)** can extend into the **inlet ports** of the cylinder head or **rotary engine** end plate. No **modification** of the cylinder head or end plate is allowed when fitting a permitted alternate **intake manifold**. Port to port **balance pipes** or tubes in all **intake manifolds** can be plugged or restricted.
  9. The **accelerator pedal** and **linkage** to the **throttle butterfly** is unrestricted. Electric throttle control is prohibited unless fitted as **stock**. Two spring loaded **systems** of positive throttle closure are strongly recommended.
- c. **Fuel pumps**, lines, filters, and pressure regulators are unre-

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- stricted, provided no **component** serves any fuel cooling purpose. **Fuel lines** can pass through the driver/passenger compartment. If a mechanical pump is **removed**, a blanking plate can be used to cover the **stock** opening.
- d. Emission system **components**, control devices, associated lines, nozzles and wiring must be **removed** and any resultant holes plugged. The plugs must serve no other purpose.
  - e. Cylinder Head
    1. Porting, **polishing**, and machining within the limits of Production Car Rule E.1.a.1 E.1.a.2., is permitted. **Valve guides** and **valve seats** are unrestricted.
    2. If the **stock fuel injection** is **removed** and **carburetors** are utilized, the **stock fuel injection** ports in the cylinder head must be plugged. The plugs must serve no other purpose.
    3. The cylinder head can be machined to utilize **o-rings** to replace or supplement the cylinder head **gasket**.
    4. Holes resulting from the **removal** of **EGR valves** and air nozzles must be plugged. The plugs must serve no other purpose.
  - f. **Camshaft and Valve Gear**
    1. **Camshafts** are unrestricted. Any lifters, **tappets** or cam followers of the same type and diameter as **stock** are permitted. The interchange of hydraulic and solid lifters is permitted.
    2. Camshaft timing chains, **gears**, belts, and **sprockets** are unrestricted provided that they are of the same type and outside diameter as fitted **stock**. Single row or double row camshaft timing chains can be used. **Adjustable timing gears** are permitted.
    3. A timing chain/belt tensioner can be added to an **engine** where a tensioner is not fitted as **stock**, provided that it acts upon the portion of the chain/belt that travels from the final cam **sprocket/gear** to the **crankshaft**. The **timing belt cover** can be **removed**.
    4. Any **metal valves** meeting the specified head diameter can be used. Any **valve springs** of the same type as **stock** can be used. **Valve retainers**, lash pads, **valve keepers**, **seals** and adjustment shims are unrestricted.
    5. **Pushrods**, **valve rocker arms**, shafts and attendant assemblies are unrestricted.
  - g. **Block and Cylinders**
    1. The **block** can be rebored no more than 1.2mm (.0472 in) larger than the maximum dimension given on the **specification** line for that make, model, and **displacement**. A cylinder **block** from any model from the same manufacturer, which is of the same material and dimensionally identical throughout, except for non-critical **bosses**, is permitted. **Oil passages** can be re-routed, enlarged, restricted or plugged.
    2. Cylinders or **cylinder sleeves** of any material can be fitted to the **block**.
    3. **Crankshaft main bearing caps** and **main bearing cap bolts**

are unrestricted. **Crankshaft main bearing cap girdles are unrestricted. Crankshaft main bearing caps can be more than one piece.**

4. The **block** can be machined to utilize **o-rings** to replace or supplement a cylinder head **gasket**.
5. **Crankshaft oil seal(s)** are unrestricted.

h. **Pistons and Connecting Rods**

1. **Pistons**, pins, clips and/or pin retainers and **piston rings** are unrestricted. **Pistons** must be constructed of **metal**.
2. Alternate **ferrous connecting rods** of the same crank pin center to the piston pin center dimension as **stock** are permitted.
3. **Connecting rod bolts and nuts** are unrestricted.

i. **Crankshaft and Flywheel**

1. An alternate **crankshaft** is permitted. The crankshaft must be constructed of **ferrous** material, and must have the same **stroke** as **stock**. Journal diameters can be a maximum undersize of 0.045 from **stock** diameter. The crankshaft must retain the **stock** throw angles and **firing order**.
2. The direction of **crankshaft** rotation must remain **stock**.
3. External **Crankshaft vibration dampeners** are unrestricted.
4. Any **flywheel** of **stock** diameter or larger can be used, provided it attaches to the standard or permitted alternate **crankshaft** at the **stock** location. **Additional fasteners** can be used. The diameter of the **flywheel** includes the diameter of the **starter ring**. Cars that are permitted a specific alternate **transmission** on the **specification** line can use a **flywheel** of **stock diameter** or larger for that alternate **transmission**.
5. **Clutch assemblies, clutch linkage and release bearings** are unrestricted. Carbon **clutch components** are prohibited.

j. **Oiling System**

1. Any mechanically driven **oil pump** can be used. Chassis **components** can be modified to allow installation of the **oil pump**. **Dry sump systems** are permitted. The **dry sump** tank must be mounted within the **bodywork**.
2. The **Oil pan/sump, scraper(s), baffle(s), windage tray(s), oil pickup(s), pressure accumulator(s) and oil filter(s)** are unrestricted. The filter(s) and pressure accumulator(s) must be securely mounted within the **bodywork**. **Oil lines** are unrestricted. **Oil Lines** can pass through the driver/passenger compartment.
3. **Breather vents** are unrestricted.
4. No part of the oiling **system** can be connected to the **exhaust system**.

k. **Electrical System**

1. The use of any driver operated electric **starter** is permitted. The **starter** must be installed in the same general location as the **stock starter**. The **starter** must be mounted on the same side of the **flywheel** and **engine** as **stock**.

2. **Ignition systems** are unrestricted. **Magneto ignition systems** are prohibited. If the distributor is **removed** a blanking plate can be fitted in its place. **Components** that allow the incremental adjustment of ignition timing by the driver during competition are prohibited.
  3. The **generator** or **alternator** is unrestricted. If a **generator** or **alternator** is used it must be mounted in the same general location as **stock**.
  4. **Batteries** are unrestricted.
  5. All other **components** of the electrical **system** are unrestricted.
- l. **Exhaust System**
1. The exhaust **header** and **exhaust system** is unrestricted. **Floor pans** can be altered only to recess **mufflers**. No **modifications** can be made to the **bodywork** to fit any other part of the **exhaust system**.
- m. **Other Engine Components**
1. The use of alternate **engine components** which are normally expendable and considered replacement parts, such as **fasteners, gaskets, seals, bearings, water pumps, etc.**, is permitted. Electrically driven water pumps are prohibited.
  2. **Bushings** can be installed where none are fitted as **stock**, provided they are **concentric**, and that the **centerline** of the bushed part is not changed.
  3. The **addition** of alignment aides, such as dowels, bolts or keys can be added to **engine components**.
  4. Other than the limitations in 9.1.5.E.1.f.2, **engine drive pulleys** are unrestricted.
  5. **Engine steady bars** are unrestricted.
  6. **Engine mounts** of alternate design and/or material can be used, but there can be no change to the **engine's** fore, aft or vertical location except as permitted in 9.1.5.E.1.o.6. **Engine mounts** must attach to the **engine** in their **stock** location.
- n. **Transmission**
1. The **Transmission** is unrestricted, providing that it is fit in the same basic location as **stock**. Sequential shifting **transmissions** are prohibited. Pneumatic, hydraulic or electric actuation of the **gear** shift mechanism is prohibited.
  2. All **transmissions** must have a reverse **gear** that is operable by the driver from his normal seated position and capable of sustained movement of the car, under its own power, in the reverse direction. A driver operated device for locking out the reverse **gear** can be added, provided it does not prevent prompt engagement of reverse in an emergency situation.
  3. Shift **linkage** is unrestricted. The shift **linkage** opening in the transmission tunnel or tunnel cover can be modified to allow the installation of the alternate shift **linkage**.
  4. The **transmission** tunnel and tunnel cover can be altered to allow the installation of an alternate **transmission** and/or

**drive shaft.** Cars equipped with a removable **transmission** tunnel cover as **stock** can **substitute** the **stock transmission** tunnel cover with one of an alternate material.

o. **Final Drive**

1. **Driveshaft(s)** are unrestricted.
2. **Final drive ratio** is unrestricted.
3. Internal **differential components** are unrestricted. Electric control of the **differential** is prohibited.
4. **Substitution** of the **differential housing** is only permitted on front **engine**/front drive or rear **engine**/rear drive cars through the use of an alternate **transaxle**.
5. **Axle shafts, bearings, bearing carriers, hubs, and universal joints**/CV joints are unrestricted.
6. **Transverse engine** cars can rotate the **engine** about the **crankshaft centerline** to align **axle shafts/constant velocity joints**. On rear **engine**/rear drive cars the **engine/drive train** can be relocated vertically upward, to a maximum of one inch, to allow alignment of **suspension** and driveline **components**.

2. **Drive Train Level 2**

a. **Drive train Component Modification**

1. **Stock** and permitted alternate **components** of the **drive train** can be modified by any mechanical or chemical means. **Modification** of a **drive train component** does not permit relocation of that **component**.
2. No material or mechanical **extension** can be added to any **stock** or alternate **component** unless specifically authorized by these rules. **Repairs** to a **stock** or alternate **component** are permitted provided the **repair** serves no prohibited function.
3. **Stock** and permitted alternate **components** of the **drive train** can have thermal barrier and friction altering coatings applied.

b. **Induction System**

1. All inducted air must pass through the **venturi(s)** of the cars **carburetor(s)**. All single carbureted cars may fit a permitted optional **carburetor**. Permitted optional **carburetors** are:
  1. Weber 32 DGV/DGAV/DGEV
  2. Weber 32/36 DGV/DGAV/DGEV
  3. Weber 32/36 DFV/DFAV/DFEV
  4. Weber 34 DAT/DATR/DATRA/DMTR
  5. Holley-Weber 5200

The **stock** or permitted alternate **carburetor** must not be modified. **Carburetor jets, jet needles, metering rods** and needle valves are unrestricted. **Choke** mechanisms, plates, rods, and actuating cables, wires, or hoses can be **removed**. The number of **carburetors** must not be changed from **stock**.

2. **Stock** or permitted alternate sidedraft **carburetor(s)** can use an adaptor plate and/or a spacer in **addition** to any **stock** spacer, between the **carburetor(s)** and the **intake manifold**. Material for the adaptor plate and spacer is unrestricted.

No adaptor plate or spacer can serve any purpose other than to space out and/or mate the **carburetor(s)** to the permitted **intake manifold**. The adapter or spacer cannot create a plenum or change the **carburetor(s) orientation**. The maximum thickness for the adapter, spacer, **stock** spacer or combination of all is 1.25". For the purpose of these rules an Isolator is a spacer.

3. **Stock** or permitted alternate downdraft **carburetor(s)** can use an adaptor plate and/or a spacer in **addition** to any **stock** spacer, between the **carburetor(s)** and the **intake manifold**. Material for the adaptor plate and spacer is unrestricted. No adaptor plate or spacer can serve any purpose other than to space out, or mate the **carburetor(s)** to the permitted **intake manifold**. The adapter or spacer cannot change the **carburetor(s) orientation**. Adaptors and spacers can have a **bore** larger than the throttle **bore** of the **stock** or permitted alternate **carburetor(s)**. The maximum thickness for the adapter, spacer, **stock** spacer or combination of all is 1.25". For the purpose of these rules an Isolator is a spacer.
  4. **Fuel Injection**: All inducted air must pass through the **throttle body** and be subject to control by the throttle butterfly. The **stock throttle body** casting/housing must be retained. The inside dimensions of the **throttle body** casting/housing and all dimensions of the throttle butterfly must remain **stock**. The throttle butterfly shaft must not be relocated. The outside diameter of the portion of the throttle butterfly shaft located in the **throttle body** bore must be no smaller than **stock**. The contour of the interface between the throttle butterfly shaft and the butterfly must remain **stock**. The throttle butterfly and any throttle butterfly to shaft screws/bolts can be attached to the throttle butterfly shaft by any means including welding or brazing. Holes or slots can be created in the throttle butterfly for purposes of idle adjustment only. The number of injectors must remain **stock**. The mounting position and injection point must be **stock**. The original type of fuel injection must be maintained (electronic, mechanical, *Bosch CIS, etc.*). In all other respects the fuel injection system is unrestricted.
  5. All carburetors must retain the **stock** method of fuel distribution. Utilization or **modification** of a carburetor's **components** to effect an annular discharge configuration is prohibited.
  6. **Air cleaners, velocity stacks, air supply ducts and cold air boxes** are unrestricted.
  7. The **intake manifold** may be port matched on the port mating surface to a depth of no more than one inch. **Balance pipes** or tubes on all **intake manifolds** can be plugged or restricted. The **intake manifold** can not otherwise be modified.
  8. The **accelerator pedal** and **linkage** to the **throttle butterfly** is unrestricted. Electric throttle control is prohibited unless fitted as **stock**. Two spring loaded **systems** of positive throttle closure are strongly recommended.
- c. **Fuel pumps, lines, filters, and pressure regulators** are unre-

stricted, provided no **component** serves any fuel cooling purpose. **Fuel lines** can pass through the driver/passenger compartment. If a mechanical pump is **removed**, a blanking plate can be used to cover the **stock** opening.

- d. Emission system **components**, control devices, associated lines, nozzles and wiring must be **removed** and any resultant holes plugged. The plugs must serve no other purpose.
- e. The Cylinder Head can only be modified:
  1. To install an alternate **camshaft**, and/or adjustable cam **gears**.
  2. To port match on the port mating surface to a depth of no more than one inch.
  3. To facilitate the installation of permitted alternate **components**, provided the **modification** serves no other function.
  4. To achieve the maximum specified **compression ratio** by the machining of the deck surface.
  5. To completely plug the holes resulting from the **removal** of **EGR valves** and air nozzles. The plugs must serve no other purpose.
  6. To completely plug the **stock fuel injection** ports in the cylinder head, if the **stock fuel injection** is **removed** and **carburetors** are utilized. The plugs must serve no other purpose.
  7. To utilize **O-rings** to replace or supplement a cylinder head **gasket**.
  8. To fit **valve seats**. **Valve seats** are unrestricted. Valve seat angles are unrestricted. The valve seat insert can be no taller than one half inch.
- f. **Camshaft and Valve Gear**
  1. **Camshafts** are unrestricted. Any lifters, **tappets**/cam followers of the same type and diameter as **stock** are permitted. The interchange of hydraulic and solid lifters is permitted.
  2. Camshaft timing chains, **gears**, belts, and **sprockets** are unrestricted provided that they are of the same type, and outside diameter as fitted **stock**. Single row or double row timing chains can be used. **Adjustable timing gears** are permitted.
  3. A timing chain/belt tensioner can be added to an **engine** where a tensioner is not fitted as **stock**, provided that it acts upon the portion of the chain/belt that travels from the final cam **sprocket/gear** to the **crankshaft**. The **timing belt** cover can be **removed**.
  4. Any **ferrous** (including stainless steel) material **valves** meeting the specified head and **stock** stem diameter can be used. Any **ferrous valve springs** of the same type as **stock**, can be used. **Valve retainers**, **Spring retainers**, lash Pads, **valve keepers**, **seals** and adjustment shims are unrestricted.
  5. **Pushrods** are unrestricted. Rocker shafts when utilized

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in the same stock system can be replaced by an alternate shaft, and is unrestricted. **Valve rocker arms**, cam followers, rocker ratios and rocker/follower ratios must be stock.

6. **Valve guide** material is unrestricted, but must have **stock** external dimensions.
7. Where maximum valve lift is specified, valve lift is measured at the **valve** with zero lash or clearance.

#### g. **Block** and Cylinders

1. The **block** can be rebored no more than 1.2mm (.0472 in) larger than the maximum dimension given on the **specification** line for that make, model, and **displacement**. A cylinder **block** from any model from the same manufacturer, which is of the same material and dimensionally identical throughout, except for non-critical **bosses**, is permitted. **Oil passages** can be re-routed, enlarged, restricted or plugged.
2. Cylinders or **cylinder sleeves** of any material can be fitted to the **block**.
3. **Crankshaft main bearing caps** and **main bearing cap bolts** are unrestricted. *Crankshaft main bearing cap girdles are unrestricted. Crankshaft main bearing caps can be more than one piece.*
4. The **block** can be machined to utilize **o-rings** to replace or supplement a cylinder head **gasket**.
5. **Crankshaft oil seal(s)** are unrestricted.

#### h. **Pistons** and **Connecting Rods**

1. **Pistons**, pins, clips and/or pin retainers and **piston rings** are unrestricted. **Pistons** must be constructed of **metal**.
2. **Stock connecting rods** are required, but can be lightened and **balanced**.
3. **Connecting rod bolts** and nuts are unrestricted.

#### i. **Crankshaft** and **Flywheel**

1. **Stock crankshafts** are required. The **Crankshaft** can be lightened and **balanced**. Journal diameters can be a maximum undersize of 0.045 from **stock** diameter.
2. The direction of the **crankshaft** rotation must remain **stock**.
3. The use of any external **crankshaft vibration dampener** is permitted.
4. Any **flywheel** of **stock** diameter or larger can be used, provided it attaches to the standard or permitted alternate **crankshaft** at the **stock** location. **Additional fasteners** can be used. The diameter of the **flywheel** includes the diameter of the **starter ring**. Cars that are permitted a specific alternate **transmission** on the **specification** line can use a **flywheel** of **stock** diameter or larger for that alternate **transmission**.
5. **Clutch** assemblies, clutch linkage and release bearings are unrestricted. Carbon **clutch components** are prohibited.

- j. **Oiling System**
1. Any mechanically driven **oil pump** can be used. Chassis **components** can be modified to allow installation of the **oil pump**. **Dry sump systems** are prohibited.
  2. The **Oil pan/sump, scraper(s), baffle(s), windage tray(s), oil pickup(s), pressure accumulator(s) and oil filter(s)** are unrestricted. The filter(s) and pressure accumulator(s) must be securely mounted within the **bodywork**. **Oil lines** are unrestricted. **Oil Lines** can pass through the driver/passenger compartment.
  3. **Breather vents** are unrestricted.
  4. No part of the oiling **system** can be connected to the **exhaust system**.
- k. **Electrical System**
1. The use of any driver operated electric **starter** is permitted. The **starter** must be installed in the same general location as the **stock starter**. The **starter** must be mounted on the same side of the **flywheel** and **engine** as **stock**.
  2. **Ignition systems** are unrestricted. **Magneto ignition systems** are prohibited. If the distributor is **removed** a blanking plate can be fitted in its place. **Components** that allow the incremental adjustment of ignition timing by the driver during competition are prohibited.
  3. The **generator** or **alternator** is unrestricted. If a **generator** or **alternator** is used it must be mounted in the same general location as **stock**.
  4. **Batteries** are unrestricted.
  5. All other **components** of the electrical **system** are unrestricted.
- l. **Exhaust System**
1. The exhaust **header** and **exhaust system** is unrestricted. **Floor pans** can be altered only to recess **mufflers**. No **modifications** can be made to the **bodywork** to fit any other part of the **exhaust system**.
- m. **Other Engine Components**
1. The use of alternate **engine components** which are normally expendable and considered replacement parts, such as **fasteners, gaskets, seals, bearings, water pumps, etc.**, is permitted. Electrically driven water pumps are prohibited.
  2. **Bushings** can be installed where none are fitted as **stock**, provided they are **concentric**, and that the **centerline** of the bushed part is not changed.
  3. The **addition** of alignment aides, such as dowels, bolts or keys can be added to **engine components**.
  4. Other than the limitations in 9.1.5.E.1.f.2, **engine drive pulleys** are unrestricted.
  5. **Engine steady bars** are unrestricted.
  6. **Engine mounts** of alternate design and/or material can be used, but there can be no change to the **engine's** fore, aft or vertical location except as permitted in 9.1.5.E.1.o.6. **Engine mounts** must attach to the **engine** in their **stock**

location.

n. **Transmission**

1. The **Transmission** is unrestricted, providing that it is fit in the same basic location as **stock**. Sequential shifting **transmissions** are prohibited. Pneumatic, hydraulic or electric actuation of the **gear** shift mechanism is prohibited.
2. All **transmissions** must have a reverse **gear** that is operable by the driver from his normal seated position and capable of sustained movement of the car, under its own power, in the reverse direction. A driver operated device for locking out the reverse **gear** can be added, provided it does not prevent prompt engagement of reverse in an emergency situation.
3. Shift **linkage** is unrestricted. The shift **linkage** opening in the transmission tunnel or tunnel cover can be modified to allow the installation of the alternate shift **linkage**.
4. The **transmission** tunnel and tunnel cover can be altered to allow the installation of an alternate **transmission** and/or **drive shaft**. Cars equipped with a removable **transmission** tunnel cover as **stock**, can **substitute** the **stock transmission** tunnel cover with one of an alternate material.
5. There is no weight penalty for the use of a **stock transmission** utilizing **stock** case, **gear ratios** and synchromesh style **gear** engagement. An alternate **transmission** that uses **stock** type, circular, beveled **synchronizers**, imposes a 2.5% weight penalty. An alternate **transmission** that uses a **gear** engagement mechanism different than **stock** type, circular, beveled **synchronizers** imposes a 5% weight penalty.

o. **Final Drive**

1. **Drive shaft(s)** are unrestricted.
2. **Final drive ratio** is unrestricted.
3. Internal **differential components** are unrestricted. Electric control of the **differential** is prohibited.
4. **Substitution** of the **differential housing** is only permitted on front **engine**/front drive or rear **engine**/rear drive cars through the use of an alternate **transaxle**.
5. **Axle shafts, bearings, bearing carriers, hubs, and universal joints**/CV joints are unrestricted.
6. **Transverse engine** cars can rotate the **engine** about the **crankshaft centerline** to align **axle shafts/constant velocity joints**. On rear **engine**/rear drive cars the **engine/drive train** can be relocated vertically upward, to a maximum of one inch, to allow alignment of **suspension** and driveline **components**.

3. **Drive Train Rotary Engine Level 2**

a. **Modifications**

1. The capacity of the **working chambers** must not be changed from **stock**.
2. The **eccentric shaft** can be replaced with another made from a **ferrous** material, but no changes in the eccentricity of journal dimensions are permitted.

3. **Rotary engine rotors** are unrestricted.
  4. Street Porting of the **engine** only. Bridge porting, peripheral porting, and eyelash porting are prohibited. Contact SCCA National Office for details of Street porting.
  5. **Modification** of the water jacket in the area of the **spark plug**, for cooling purposes is permitted.
4. **Suspension and Steering Level 1**
- a. The **stock system of suspension**, e.g., live axle, swing axle, **McPherson strut**, A-arm, etc. must be retained.
  - b. **Ride height** is unrestricted.
  - c. Bolt on **suspension cross members/sub-frames** are unrestricted.
  - d. **Suspension pickup/pivot points** are unrestricted. **Suspension Components** including **anti-roll bars**, **camber compensating devices**, **panhard rods**, **watts linkage** and **suspension stabilizers** are unrestricted. These **components** can pass through any portion of the car with the exception of exterior **body work**. If these **components** extend into the driver/passenger/**trunk** compartments, they must be covered with **metal** panels.
  - e. **Suspension bushings**, **bearings** and **ball joints** are unrestricted.
  - f. **Springs and Shock Absorbers**
    1. Any springs or **torsion bars** can be used, provided the quantity of these items remains as **stock**. The location and **attachment points** of springs and **torsion bars** are unrestricted. Spacers/lowering blocks can be used between leaf springs and the **axle housing**. The use of **tender springs** is permitted, provided the **tender springs** are completely compressed when the car is at static **ride height**. Static **ride height** will be determined with the driver seated in the normal driving position.
    2. **Shock absorbers** and **McPherson struts/Chapman struts** are unrestricted. All cars can fit **coil-over** type springs with tubular, load bearing **shock absorbers** or struts. Such items must not exceed one spring and shock/strut per **wheel**.
      - A. **Attachment points** for the **shock absorbers** and **McPherson struts/Chapman struts** are unrestricted. Rear **attachment points** can be located in the driver/passenger/**trunk** compartment, but must be covered with **metal** panels.
      - B. When lever shocks are replaced with tubular shocks, the entire shock assembly can be replaced with a link and bracket that performs the control function.
      - C. **Bump stops** and bracketry are unrestricted.
      - D. No shock absorber, **McPherson struts/Chapman struts** can be capable of adjustment by the driver while the car is in motion, unless fitted as **stock**.
    3. Rockers, **rocker arms**, push and/or pull rods are prohibited.
  - g. **Steering**
    1. The **stock steering system** must be retained e.g. **rack and pinion**, reciprocating ball, **worm and sector**. The **steering system** can be relocated.

## 9.1.5. Production Category Specifications

2. **Steering system components** are unrestricted.
  3. The **steering column** is unrestricted. A collapsible type **steering column** is strongly recommended. The driver's normal seated position must not be relocated.
  4. Cars equipped with **power steering** as standard equipment can **modify, substitute, disable and/or remove** the power pump, related hoses and mounting brackets.
5. **Suspension and Steering Level 2**
- a. **Ride height** is unrestricted.
  - b. **Suspension Components**
    1. **Suspension control arms** are unrestricted, provided the quantity of these items remains as **stock**.
    2. **Suspension bushings, bearings and ball joints** are unrestricted.
    3. Any **anti-roll bar(s)** and rear axle **traction bar(s)**, rear axle **panhard rod** and **watts linkage** can be added or **substituted**, provided its/their installation serves no other purpose. The mounts for these devices can be welded or bolted to the car. These devices and their mounts can not be located in the **trunk** or driver/passenger compartment unless fitted as **stock**. Rear axle **traction bar(s)** used to control **axle housing** rotation must be solid bar or tube.
    4. When a cars **anti-roll bar** also acts as a **suspension** locating device, the bars **attachment points** and pivot points on the chassis and **suspension control arms** must remain in the **stock** location.
    5. **Bump stops** and bracketry are unrestricted.
  - c. **Suspension Mounting Points**
    1. Cars equipped with a **McPherson strut/Chapman strut suspension** can adjust **camber** and **caster** at the upper strut mounting point. The upper strut mounting point must remain on **stock** chassis structure. Slotted adjusting plates at the upper mounting point are permitted. The slotted plates must be located on the **stock** chassis structure. Material can be **removed** or added to the top of the strut tower to facilitate installation of the slotted adjuster plate, provided it serves no other purpose.
    2. All forms of **suspension** can adjust **camber** and **caster** by the use of shims.
    3. Rear **independent suspension** mounting holes can be slotted within the limits of the **stock** structure for the sole purpose of **camber** and/or **toe** adjustment.
    4. **Suspension cross member/sub frame** mounting **bushing** material is unrestricted.
    5. **Suspension pickup/pivot axis points** can be reinforced but must remain in the **stock** location.
  - d. Springs and **Shock Absorbers**
    1. Any springs or **torsion bars** can be used, provided the quantity and type of these items remains as **stock**. Springs and **torsion bars** must be installed in the **stock** location using the **stock system** of attachment. The use of **tender springs**

- is permitted, provided the **tender springs** are completely compressed when the car is at static **ride height**. Static **ride height** will be determined with the driver seated in the normal driving position.
2. **Shock absorbers** are unrestricted, provided the quantity and type (i.e. tube, lever) of these items remains as fitted **stock**. **Shock absorbers** must be installed in the **stock** location using the **stock system** of attachment. The mounting of the remote reservoir of a **remote reservoir shock absorber** is unrestricted. No shock absorber can be capable of adjustment by the driver while the car is in motion, unless fitted as **stock**.
  3. **Macpherson/chapman struts** must be installed in the **stock** location using the **stock system** of attachment. **Remote reservoir strut dampeners** are permitted. The mounting of the **remote reservoir** of a **remote reservoir Macpherson/chapman strut** is unrestricted. No **Macpherson/chapman strut** can be capable of adjustment by the driver while the car is in motion, unless fitted as **stock**.
  4. **Macpherson/chapman strut:**
    - A. **Macpherson/chapman strut** suspensions that are a two piece **spindle/bearing carrier** and bolt on damper design, can replace the bolt on damper portion of the **Macpherson/chapman strut** with any replacement damper.
    - B. **Macpherson/chapman strut** suspensions that are a one piece **spindle/bearing carrier** and strut tube design, can **modify** the **stock** strut tube in order to fit a replacement damper, coil spring and perch. The **spindle/bearing carrier** portion of the strut can be modified in order to fit an alternate strut tube and any replacement damper. One piece design **Macpherson/chapman strut** suspensions can gusset between the tube and **spindle/bearing carrier** portion of the strut for the sole purpose of strengthening the strut tube.
    - C. **Macpherson/chapman strut** suspensions that are a one piece **spindle/bearing carrier** and strut tube design that also incorporates an integral **steering arm** must retain the **stock steering arm** in its **stock** location.
    - D. **Macpherson/chapman struts** that are a **bearing carrier**, cannot **modify** or replace the **bearing carrier** under the unrestricted **bearing carrier** rule in section 9.1.5.E.2.o.5.
  5. All types of suspensions can **modify** the brake caliper mounting portion of the **spindle/bearing carrier**, if necessary to fit an approved alternate brake **caliper**.
  6. Shackles or spacers/lowering blocks can be used with leaf springs to adjust **ride height**.
  7. Spacers and threaded sleeves with adjustable spring seats can be used with coil springs. **Coil-over** threaded body shocks/struts are permitted if coil-over shocks/struts were fitted as **stock**.
  8. **Bump stops** are unrestricted.

e. **Steering**

1. **Steering system components** can be reinforced by the **addition** of material and/or the **addition** of support to the **stock component**.
2. **Bushings** locating or retaining any **steering system components** can be replaced by **bushings** of any material. The alternate **bushing** can not relocate the **component** it retains.
3. The outer **tie rod** end can be replaced by a **rod end**. The **rod end** can be coupled to the **steering system** by a rod or threaded tube of unrestricted origin and material. The tapered hole in the **steering arm** on the outboard side of the **tie rod (rod end)** can be drilled or reamed to allow a bolt to be used to retain the **rod end** to the **steering arm**. The **rod end** can be moved up or down by the installation of spacers for the sole purpose of reducing **bump steer**.
4. The **steering column** is unrestricted. A collapsible type **steering column** is strongly recommended. The driver's normal seated position must not be relocated.
5. Cars equipped with **power steering** as standard equipment can **modify, substitute, disable and/or remove** the power pump, related hoses and mounting brackets.

6. **Cooling System Level 1 and 2**

- a. Water **radiators** are unrestricted. The **radiator** must be installed in approximately the same the location as **stock**. There can be no **modifications** to the body, chassis, or internal structure of the car to accommodate the **radiator**, other than mounting brackets and attachment **fasteners**. A separate **cooling system expansion tank** can be mounted in the **engine compartment**. Coolant lines can run through the driver/passenger compartment.
- b. Coolant lines are unrestricted. Openings resulting from the **removal** of a coolant line can be plugged, the plugs must serve no other purpose. Internal cooling passages can be restricted or plugged, the plugs must serve no other purpose.
- c. **Radiator Fans** are unrestricted. Electrically operated **fans** must be mounted within four (4) inches of the **radiator**.
- d. **Radiator Shroud**
  1. **Radiator** shrouds are unrestricted.
  2. Sealing the area between the **radiator**, its shroud, any **fan(s)**, and the **stock grille** opening is permitted. No alternate **radiator** shroud can extend behind the **radiator** further than the rear edge of the rearmost mounted **fan**. If no cooling **fan** is fitted, the alternate shroud must end at the rear most edge of the **radiator**.
- e. Air cooled **engine** shrouding and **fans** are unrestricted.
- f. **Thermostat** and **Thermostat** housings are unrestricted. **Thermostats** can be replaced with a **blanking sleeve** or restrictor.
- g. Oil/Lubricant Coolers
  1. **Engine, transmission, and differential** coolers are unrestricted. Coolers must be mounted completely within or under the **bodywork**, but can not be mounted in the driver/passenger compartment.

2. **Transmission** and **differential** cooler pumps are unrestricted.
3. Air **ducts** can be fitted to the cooler(s). No **Ducting** can extend forward of the most forward part of the front of the **body** or front **air dam**.

## 7. Brakes Level 1 and 2

- a. **Stock calipers** must be retained. Cars fitted with integral **hat brake rotors** can convert to a two piece design **hat** and **brake rotor**. The alternate design **hat** must be made of **ferrous** or aluminum material. Alternate discs can be used, but must be made of **ferrous** material. Alternate drums can be used, but must be made of a **ferrous** or aluminum material. Alternate discs and drums must be the **stock** diameter, width and design. **Brake rotors** can not be cross drilled or slotted unless fitted as **stock**.
- b. Cars fitted with rear drum brakes, can convert to rear disc brakes. When converting from rear drum brakes to rear **disc brakes**:
  1. Rear **brake rotors** can be no larger in diameter than the largest permitted front **brake rotor**. Rear **brake rotors** must be solid and made of a **ferrous** material. Rear **brake rotors** can not be cross drilled or slotted.
  2. Rear **brake rotor hats** can be made of a **ferrous** or aluminum material.
  3. Rear **calipers** and mounting brackets are unrestricted but must be made of a **ferrous** or aluminum material.

The standard and alternate brake listings on a vehicle's specification line, does not prohibit a car that was fitted with rear drum brakes as **stock** from converting to rear disc brakes under this rule.

- c. Dual **braking systems** are required. Any dual brake **master cylinder(s)** and pedal assembly can be fitted. **Pressure equalizing** and **proportioning valve** devices are unrestricted.
- d. **Servo assists** are unrestricted.
- e. Drum brake **wheel cylinders** are unrestricted.
- f. **Brake pads** and **brake linings** are unrestricted.
- g. Brake lines are unrestricted.
- h. The **hand brake** and its operating mechanism can be **removed**.
- i. Brake **Ducting**
  1. Brake air **ducts** can be fitted.
  2. The front brake **duct** inlet(s) must not extend to the side beyond the **centerlines** of the front **wheels**, or forward of the forward most part of the front of the **body** or front **air dam**.
  3. Rear brake **duct** inlet(s) must face forward, they must be located no more than 24" forward of the rear axle **centerline** and must not extend to the side beyond the **centerlines** of the rear **wheels**.
  4. **Backing plates** and **dust shields** are unrestricted.

**8. Wheels and Tires Level 1 and 2**

- a. **Wheels, wheel spacers and wheel fans** are unrestricted
- b. Spare tires and **wheels** must be **removed**.

**9. Body/Structure Level 1 and 2**

a. **Modifications**

1. The body, **unibody, frame and their components** can be lightened, provided that structural rigidity is not compromised to the point of requiring **additional** support. No non-**stock** openings can be created in the bodywork. The lightening of the cars structure can not create any openings into the **cockpit**, or from the **wheel well** to the **engine/trunk** compartments. *Existing seams in the **unibody and frame** can be **welded**.*
2. The **hood, hatchback, deck lid and fenders** can be replaced by **components** of an alternate material, provided their appearance remains **stock**. Factory bolt-on **fenders** can be replaced in their entirety. Cars with non-removable **fenders** can replace the front **fender** panels going forward from the foremost door opening and the rear **fender** panels going rearward from the rearmost door opening. Closed cars must not **remove stock** material above a horizontal line placed at the lowest point of the driver's **door window** opening.
3. The exterior contour of all **fenders** can be **flared**. The **fender** when viewed from the top perpendicular to the ground must cover the portion of the tire that contacts the ground while the car is at rest. No replacement **fender** or **fender flare** can alter the basic **body** configuration or change the **fender** openings size, location and shape when viewed from the side.
4. One piece front **body** sections are permitted only on cars manufactured in that **stock** configuration. One piece front **body** sections must retain inner **wheel wells** if fitted as **stock**. The inner **wheel wells** can be constructed of an alternate material.
5. **Wheel wells** can be altered, using the **stock** type of material, in order to provide clearance for tires and **wheels**. **Wheel well** alterations must not result in the creation of any **additional** openings between the **wheel well** and the **engine, passenger and trunk** compartments. Existing openings between the **wheel well** and these compartments can be covered but can not be enlarged. Non **metal wheel wells** can be **removed**. If the **removal** of the non **metal wheel well** creates an opening to the **engine, passenger or trunk** compartments the created openings must be covered.
6. Misalignment or **modification** of the **bodywork** to create **ventilation** where none existed **stock**, is prohibited. All **bodywork** must be completely closed and securely fastened while the car is in competition. The **hood** and deck lid hinges can be **removed**. The **hood** and deck lid must be securely fastened; the manner in which they are secured is unrestricted. Door hinges must be retained in their **stock** location. Door hinges must be functional but can be lightened. Doors must be securely fastened closed, provided they can be opened or **removed** quickly in an emergency situation. Door handles can be **removed** and

any resultant holes must be covered. The cover must not change the **stock** exterior contour of the door.

7. **Bumpers** that are integrated into the front or rear **body-work**, can be replaced by **replica components** of an alternate material. The energy absorbing bumper **components** behind the front or rear **bumper** cover can be **removed**. **Bumpers** which are not an integral part of the **body** can be **removed** or replaced by **components** of an alternate material, provided their appearance remains as **stock**. If a **bumper** is **removed**, all mounting bracketry which projects outside the **body** must also be **removed**. **Bumper** bracket holes in the **body** created by **removal** of a **bumper** can be covered provided the covering serves no other purpose.
8. Glass - Windshield and Door
  - A. Open cars must **remove** the **windshield** glass, **door window** glass, **quarter window** glass, rear glass, vent glass, frames/channels and all mounting brackets. Window winding mechanisms can be **removed**. A replacement **windshield** must be installed. The replacement **windshield** must be fitted within the vertical planes of the front most and rear most elements of the **stock windshield** and frame. The replacement **windshield** must not exceed the height or width of the **stock windshield** and frame. Any portion of the **windshield** that is in the driver's line of sight, must be constructed of a clear material. No part of the replacement **windshield** can be constructed of glass.
  - B. Closed cars can retain or replace the **stock glass windshield**. The replacement **windshield** must be constructed of a polycarbonate material with a minimum thickness of 6mm, and must be identical in size and **curvature** to the **stock glass windshield**. Replacement **windshields** must have a minimum of three inner supports to prevent the **windshield** from collapsing inward. Inner **windshield** supports must be a minimum of 0.75" by .125" straps of aluminum. The inner supports must be mounted a minimum of eight inches apart. Closed cars can replace the **rear window** with clear polycarbonate material having a minimum thickness of 3mm.
  - C. Closed cars can **remove** all **door window**, **quarter window** and vent window glass. Window winding mechanisms can be **removed**. **Door window**, vent window and **quarter window** frames/channels can be **removed**. **Door window** slots can be covered. Closed cars can install clear polycarbonate material having a minimum thickness of 3mm to replace the **rear**, **door**, vent and **quarter window** glass. The windows in the rear door of a 4 door car and **quarter windows** can be run in their **stock** open or closed position. **Ducts** can be installed in the **door**, vent and **quarter windows** or resultant **door window** openings, for the sole purpose of supplying cooling air to the driver.
  - D. **Targa type top** cars can be prepared to either closed car or open car **windshield** and **window specifications**.

- E. All glass sunroof and T-top panels must be **removed**. The resulting opening(s) must be covered with panels of **stock** contour and of the same material as the **stock** surrounding roof structure. **Stock metal** sunroof and T-top panels may be either securely retained in the closed position or replaced with panels of **stock** contour and of the same material as the **stock** surrounding roof structure.
9. Air Dams: An air dam can be fitted to the front of the car. It must not protrude beyond the overall outline of the car as viewed from above, or extend aft of the forward most part of the front fender opening (cutout), and must not be mounted more than four inches above the horizontal centerline of the front wheel hubs. An intermediate mounting device can be used on cars whose front bodywork is above the four inch maximum. If the air dam covers any portion of the **stock** grille, an opening must be created in the air dam. The width of the opening must be equal to or greater than the widest horizontal measurement of the portion of the grille that would otherwise be covered. The height of the opening must be equal to or greater than the distance measured perpendicularly to the ground, between the lowest and highest point of the portion of the grille that would otherwise be covered. The opening in the air dam must be symmetrically aligned in both planes to the grille. Openings in the air dam are permitted for the purpose of ducting air to the brakes, radiator, and/or oil coolers. Openings can be cut in the front **valance** to allow the passage of up to a three inch duct or a rectangular or square duct with a maximum area of seven square inches leading to each front brake. These openings can serve no other purpose. When bumpers are used or when they are part of the bodywork, the air dam and bumper/replica bumper must appear to be two (2) separate **components**. The air dam can have no support or reinforcement extending aft of the forward most part of the front fender opening (cutout).
10. Glass and/or plastic headlight, front parking and **signal light** lenses and **bulbs** can be **removed**. All other lighting **components** can be **removed**. The headlight **bezels/rims** must remain in their **stock** locations. If the headlights are **removed**, openings behind the headlight **bezels/rims** must be covered with wire mesh screens or solid panels. These covers must be of the same or flatter contour as the **stock** headlight lenses.
- A. Retractable or "pop up" headlight assemblies can be run in their open, partially opened, closed position or **removed** in their entirety. The openings created by the **removal** of the assembly must be covered with screens or panels. These covers must be the same or flatter contour as the **stock** assembly in its closed position, but need not retain any **bezels/rims**.
  - B. The openings created by the **removal** of front lighting **components/assemblies**, can be used to **duct** air to the **engine, radiator**, oil cooler(s), and front brakes. Holes for the **ducting** no larger than 7.25" in diameter can be cut in interior panels provided the holes are completely

filled by the **ducts**.

- C. **Side marker light** assemblies can be **removed** and the openings covered with a solid panel.
  - D. Cars that have plastic or glass **headlight covers** fitted as **stock**, must **remove** those covers and either replace them with duplicates of an alternate material mounted in the **stock** location or the covers can be **removed** to allow the **ducting** of air.
  - E. **Taillights** must be the **stock** type and mounted in the **stock** location.
11. Open cars must **remove** convertible, removable **tops** and all attaching bracketry and **fasteners**.
  12. **Windshield wiper system** can be modified, **substituted** or **removed**. Holes created in the **body** by the **removal** of these **components** can be covered.
  13. Radio antennas can be **removed**. Holes created in the **body** by the **removal** of the antenna can be covered.
  14. Heater plenums that do not serve as a major part of the structure of the **firewall** can be **removed** or modified. Any resulting holes must be covered with **metal** panels.
  15. Non-**metal floor pans** can be replaced with **metal floor pans** of a minimum .060" thickness. The **metal floor pan** must have the same overall dimensions and be mounted in the same location as the **stock component**.

#### 10. Driver/Passenger/Trunk Compartment Level 1 and 2

- a. The driver's seat must be replaced with a one-piece racing seat. The driver's seat must be installed so that a second seat of the same dimensions could be simultaneously fitted to the passenger's side of the car (no center seating). All cars registered after July 1, 1985 must have the driver seated on the left when the car is viewed from the rear.
- b. The **instrument panel/dashboard** and all contents are unrestricted. **Gauges/Instruments** are unrestricted.
- c. **Modifications** can be made to the Driver/Passenger/Trunk compartment to permit the installation of required safety equipment and to improve driver comfort and driver control of the car. Covers for all equipment located in the driver/passenger compartment forward of the rear most portion of the door opening can not extend higher than six inches below the highest point of the door. The installation of a **dry sump** tank and cover that extends above six inches below the highest point of the door is permitted but the tank and cover must be located completely within 18" of the front or rear cowl and no higher than the cowl.
- d. All interior **trim**, floor covering, upholstery panels and **stock** seats can be **removed**.

#### 11. Safety Level 1 and 2

- a. *The use of a fuel cell is required unless the **stock** fuel tank is located between the axle centerlines and within the main chassis structure (e.g. frame rails). When the **stock** fuel tank is retained, it must be installed in its **stock** location, **additional** retention straps and other protection can be mandated on a*

*car-by-car basis. Fuel cell mounting, location and fuel cell or stock fuel tank filler cap and vents, must meet the **specifications** of the GCR section 9.3.26.*

**12. General preparation Level 1 and 2**

- a. **Fastener** items can be replaced by similar items performing the same fastening function(s).
- b. Any paint scheme or markings meeting GCR **specifications** are permitted.
- c. Two way radios are permitted. A hole can be created in the body to mount a radio antenna.
- d. Fluids and Lubricants are unrestricted.

**NOTES**

<b>EP</b>	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
Acura Integra (86-89)	2	1950 * 1999 ** 2048	4 Cyl DOHC	75.0 x 90.0 (2.95x3.54)	1590 (97.0)	Alum	Alum	(I) 30.0/(1.18) (E) 27.0/(1.06)	(2) Auto-type sidedraft w/ 32mm choke(s) on I.R. manifold, or fuel injection.	2451 (96.5)	1489/1504 (58.6/59.2)
Acura Integra GSR (94-00)	2	2090 * 2142 ** 2195	4 Cyl DOHC	81.1 x 87.2 (3.19x3.43)	1800 (109.8)	Alum	Alum	(I) 33.0/(1.30) (E) 28.0/(1.10)	Fuel injection	2570 (101.2)	62.3 / 62.1
Acura Integra Type-R (97-00)	2	2165 * 2219 ** 2273	4 Cyl DOHC	81.0 x 87.2	1797	Alum	Alum	(I) 33.0 (E) 28.0	Fuel injection	101.2	62.3 / 62.1
Alfa Romeo Alfetta GT (75-79)	1	1950	4 Cyl DOHC	84.0 x 88.5 (3.31x3.48)	1961 (119.6)	Alum	Alum	(I) 44.15/(1.74) (E)40.15/(1.58)	(2) Auto-type sidedraft w/ 44mm choke(s) on I.R. manifold, or fuel injection.	2413 (95.0)	1445/1440 (56.9/56.7)
Alfa Romeo GTV 2000	1	1950	4 Cyl DOHC	84.0 x 88.5 (3.31x3.48)	1961 (119.6)	Alum	Alum	(I) 44.15/(1.74) (E)40.15/(1.58)	(2) 40, 45, 48 DCOE, 40 DHLA, 48 DHLA. 44mm choke(s) req'd, or fuel injection.	2350 (92.5)	1415/1377 (55.7/54.2)
Alfa Romeo GTV-6 (81-86)	2	2300 * 2358 ** 2415	V-6 SOHC	88.0 x 68.3 (3.46x2.69)	2492 (152.0)	Alum	Alum	(I) 41.0/(1.61) (E) 36.5/(1.44)	Fuel injection	2401 (94.5)	1466/1443 (57.7/56.8)
Alfa Romeo all Spider models (-1994)	1	1950	4 Cyl DOHC	84.0 x 88.5 (3.31x3.48)	1961 (119.6)	Alum	Alum	(I) 44.15/(1.74) (E)40.15/(1.58)	(2) 40, 45, 48 DCOE, 40 DHLA, 48 DHLA. 44mm choke(s) req'd, or fuel injection.	2250 (88.6)	1430/1377 (56.3/54.2)
Alfa Romeo Spider Duetto & 1750 Spider (thru 1971)	1	1870	4 Cyl DOHC	78.0 x 82.0 (3.07x3.23) 80.0 x 88.4 (3.15x3.48)	1570 (96.0) 1779 (108.5)	Alum	Alum	(I) 41.1 / (1.62) (E) 37.1/(1.46)	(2) Weber 40 DCOE 27, (2) Weber 40 DCOE 32, (2) Weber 45 DCOE w/ 42mm choke(s), (2) Zenith 75 CDSE, or (3) 2" SU.	2250 (88.6)	1415/1359 (55.7/53.5)
Austin-Healey 3000 Mk. I, II, III	1	2340	6 Cyl OHV	83.3 x 88.9 (3.28x3.50)	2912 (177.6)	Iron	Iron	(I) 44.5 / (1.75) (E) 39.6/(1.56)	(2) 1.75" SU or Stromberg or (3) 1.75" or 2" SU or Stromberg on stock 3-carb intake manifold	2329 (91.7)	1359/1384 (53.5/54.5)
BMW 2002 / 2002tii	1	2000	4 Cyl SOHC	89.0 x 80.0 (3.50x3.15)	1990 (121.5)	Iron	Alum	(I) 46.0 / (1.81) (E) 38.0/(1.50)	(1) 40 DCN, DCNF, IDF w/ 36mm choke(s), (2) Auto-type sidedraft w/ 38mm choke(s) on I.R. manifold, or fuel injection.	2499 (98.9)	1430/1430 (56.3/56.3)
BMW 318i & 320i	1	2000	4 Cyl SOHC	89.0 x 80.0 (3.50x3.15)	1990 (121.5)	Iron	Alum	(I) 46.0 / (1.81) (E) 38.0/(1.50)	(1) 40 DCN, DCNF, IDF w/ 36mm choke(s), (2) Auto-type sidedraft w/ 38mm choke(s) on I.R. manifold, or fuel injection.	2563 (100.9)	1481/1494 (58.3/58.8)
BMW Z3 1.9L	2	2000 * 2050 ** 2100	4 Cyl DOHC	85.1 x 83.6 (3.35x3.29)	1895 (115.6)	Iron	Alum	(I) 33.0 / (1.30) (E) 30.5/(1.20)	(2) Auto-type sidedrafts w/ 30mm choke(s), or fuel injection.	2446 (96.3)	1481/1565 (58.3/61.6)

\* Alternate transmission w/ stock type syncros

\*\* Alternate transmission w/ non-stock type syncros (i.e. dog-ring)

<b>EP</b>	<b>Wheels (max)</b>	<b>Trans. Speeds</b>	<b>Brakes Std. (mm/(in.))</b>	<b>Brakes Alt.: mm/(in.)</b>	<b>Notes:</b>
Acura Integra (86-89)	15 x 7	5	(F) 242 / (9.53) Disc (R) 239 / (9.41) Disc		Comp Ratio limited to 12.0:1. Valve lift (measured as raced - w/ lash): .500" max. Level 1 dry sump, connecting rods, intake manifold porting, crankshaft, rocker arms and cam followers.
Acura Integra GSR (94-00)	15 x 7	5	Factory spec @ all 4 wheels.		Comp ratio limited to 10.5:1, Valve lift limited to .450".
Acura Integra Type-R (97-00)	15 x 7	5	(F) 286 Vented Disc (R) 260 Solid Disc		Comp ratio limited to 10.5:1, Valve lift limited to .450".
Alfa Romeo Alfetta GT (75-79)	15 x 7	5	(F) 272 (10.7) Disc (R) 267 (10.5) Disc	(F) Alfa GTV-6 front calipers, Brembo aluminum (R) Alfa Spider rear calipers, ATE cast iron	
Alfa Romeo GTV 2000	15 x 7	5	(F) 272 (10.7) Disc (R) 267 (10.5) Disc		
Alfa Romeo GTV-6 (81-86)	15 x 7	5	Factory spec @ all 4 wheels.		Comp. Ratio limited to 10.0:1, Valve lift limited to .450".
Alfa Romeo all Spider models (-1994)	15 x 7	5	(F) 272 (10.7) Disc (R) 267 (10.5) Disc	(F) 272 (10.7) Disc (R) 267 (10.5) Disc Front Discs: #105802205232 Rear Discs: #105802205333	Niki Lauda Edition rear spoiler
Alfa Romeo Spider Duetto & 1750 Spider (thru 1971)	15 x 7	5	(F) 264 (10.4) Disc (R) 246 (9.7) Disc	(F & R) 264 (10.4) Disc (F) 272 (10.7) Disc (R) 267 (10.5) Disc	Niki Lauda Edition rear spoiler
Austin-Healey 3000 Mk. I, II, III	15 x 7	4	(F) 286 (11.3) Disc (R) 279 (11.0) Drum	Rear Disc: #H82462	Laycock overdrive: .88, .82, .79, May use 5 speed gearbox w/o overdrive.
BMW 2002/2002tii	15 x 7	4	(F) 256 (10.1) Disc (R) 230 x 40 (9.1 x 1.6) Drum	(F) 256 x 22 Disc, calipers: 34111101859, 34111101860	
BMW 318i & 320i	15 x 7	4 or 5	(F) 254 (10.0) Disc (R) 249 x 41 (9.8 x 1.6) Drum		Trunk mounted fuel cell allowed, 1800cc engine from 318i allowed
BMW Z3 1.9L	15 x 7	5	(F) 286 (11.3) Disc (R) 280 (11.0) Disc		Comp Ratio limited to 12.0:1. Valve lift (measured as raced - w/ lash): .500" max. Level 1 dry sump, connecting rods, intake manifold porting, crankshaft, rocker arms and cam followers.

EP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
BMW Z3 2.8L (97-00)	2	2650 * 2716 ** 2783	6 Cyl DOHC	84.0 x 84.0	2793	Alum or Iron	Alum	(I) 33.0 (E) 30.5	Fuel Injection	96.3	59.8 / 60.5
BMW 325i/is (E30) (84-91) (excl. conv.)	2	2200 * 2255 ** 2310	6 Cyl SOHC	84.1 x 75.0 (3.31x2.95)	2494 (152.1)	Iron	Alum	(I) 41.9 / (1.65) (E) 36.1/(1.42)	Fuel injection	2565 (101.0)	1499/1506 (59.0/59.3)
BMW 318is (1991)	2	2050 * 2101 ** 2153	4 Cyl DOHC	84.1 x 81.0	1796	Iron	Alum	(I) 33.0 / (1.30) (E) 30.5/(1.20)	Fuel injection	2570	1499/1506
BMW 318is E36 (92-95)	2	2100 * 2153 ** 2205	4 Cyl DOHC	84.1 x 81.0	1796	Iron	Alum	(I) 33.0 (E) 30.5	Fuel injection	2700	1513/1518
Chevrolet Cavalier 2.0 (82-87)	1	2050	4 Cyl OHV	89.0 x 80.0 (3.50x3.15)	1990 (121.5)	Iron	Alum	(I) 43.0 / (1.69) (E) 37.0/(1.46)	(2) Auto-type sidedraft w/ 32mm choke(s) on I.R. manifold, or fuel injection.	2570 (101.2)	1407/1402 (55.4/55.2)
Chevrolet Corvair Coupe (65-69)	1	2200	6 Cyl OHV	87.4 x 74.7 (3.44x2.94)	2689 (164.0)	Alum	Alum	(I) 43.7 / (1.72) (E) 34.5/(1.36)	(4) 1 bbl 1.5" Rochester 7025023 or 7026026 on stock manifold, (2) 3 bbl carbs on I.R. manifold. 34mm choke(s) req'd. Holley 390 CFM w/ center mount, I.R. manifold.	2743 (108.0)	1516/1572 (59.7/61.9)
Dodge Neon (95-99)	2	2000 * 2050 ** 2100	4 Cyl DOHC	87.5 x 83.0	1995	Iron	Alum	(I) 34.8 (E) 30.5	Fuel injection	104	61.5 / 61.5
Dodge Neon (95-99)	2	2000 * 2050 ** 2100	4 Cyl SOHC	87.5 x 83.0	1995	Iron	Alum	(I) 33.0 (E) 28.0	Fuel injection	104	61.5 / 61.5
Dodge Neon ACR (01-02)	2	2000 * 2050 ** 2100	4 Cyl SOHC	87.5 x 83.0	1995	Iron	Alum	(I) 33.3 (E) 28.7	Fuel Injection	2667	62.3 / 62.4
Dodge Omni GLH 2.2	1	2050	4 Cyl SOHC	87.5 x 92.0 (3.44x3.62)	2213 (135.0)	Iron	Alum	(I) 40.6 / (1.60) (E) 35.4/(1.39)	(1) 40 DCN, DCNF, IDF w/ 34mm choke(s), (2) Auto-type sidedraft w/ 32mm choke(s) on I.R. manifold, or fuel injection.	2517 (99.1)	1560/1549 (61.4/61.0)
Dodge Shelby Charger / Omni 024 (83-84)	1	2000	4 Cyl SOHC	87.5 x 92.0 (3.44x3.62)	2213 (135.0)	Iron	Alum	(I) 40.6 / (1.60) (E) 35.4/(1.39)	(2) Auto-type sidedraft w/ 30mm choke(s) on I.R. manifold, or fuel injection.	2451 (96.5)	1486/1473 (58.5/58.0)

\* Alternate transmission w/ stock type syncros

\*\* Alternate transmission w/ non-stock type syncros (i.e. dog-ring)

<b>EP</b>	Wheels (max)	Trans. Speeds	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Notes:
BMW Z3 2.8L (97-00)	16 x 7	5	(F) 286 Vented Disc (R) 272 Solid Disc		Comp. Ratio limited to 12.0:1, Valve lift limited to .500".
BMW 325i/is (E30) (84-91) (excl. conv.)	15 x 7	5	Factory spec @ all 4 wheels.		Comp. Ratio limited to 12.0:1, Valve lift limited to .500". Trunk mounted fuel cell allowed.
BMW 318is (1991)	15 x 7	5	Factory spec @ all 4 wheels.		Comp. Ratio limited to 11.0:1, Valve lift limited to .500". Trunk mounted fuel cell allowed.
BMW 318is E36 (92-95)	15 x 7	5	(F) 286 Vented Disc (R) 272 Solid Disc		Comp. Ratio limited to 11.0:1, Valve lift limited to .500". Trunk mounted fuel cell allowed.
Chevrolet Cavalier 2.0 (82-87)	13 x 7	5	(F) 247 Disc (R) 200 x 45 Drum		
Chevrolet Corvair Coupe (65-69)	15 x 7	4	(F&R)241 (9.5) Drum	(F&R) 270 x 26 Vented Disc Calipers shall be ferrous or aluminum and shall be limited to (1) piston per side.	Yenko Stinger rear quarter windows, rear decklid, and trunk flaps are permitted. Cylinder barrels of alternate material are permitted.
Dodge Neon (95-99)	15 x 7	5	(F) 257 Vented Disc (R) 257 Solid Disc		Comp. Ratio limited to 12.0:1, Valve lift limited to .500".
Dodge Neon (95-99)	15 x 7	5	(F) 257 Vented Disc (R) 257 Solid Disc		Comp. Ratio limited to 12.0:1, Valve lift limited to .500".
Dodge Neon ACR (01-02)	15 x 7	5	(F) 257 Vented Disc (R) 270 Solid Disc		Comp. Ratio limited to 12.0:1, Valve lift limited to .500".
Dodge Omni GLH 2.2	15 x 7	5	(F) 256 (10.1) Disc (R) 200 x 33 (7.9 x 1.3) Drum		
Dodge Shelby Charger / Omni 024 (83-84)	15 x 7	5	(F) 256 (10.1) Disc (R) 200 x 33 Drum		

<b>EP</b>	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
Elva Courier Mk I, II, & III 1622 & 1798	1	1622cc: 1530 1798cc: 1630	4 Cyl OHV	76.2 x 88.9 80.3 x 88.9	1622 1798	Iron	Iron	(I) 39.9 (E) 34.3	(2) 1.75" SU or Stromberg	2286	53.5 / 54.6
Elva Courier Mk III, IV 1800 & Mk IV R&C	1	1630	4 Cyl OHV	80.3 x 88.9	1798	Iron	Iron	(I) 39.9 (E) 34.3	(2) 1.75" SU or Stromberg	2286	53.5 / 54.6
Fiat 124 Sport Spider 1600 & 124 Spider 2000	1	2050	4 Cyl DOHC	80.0 x 80.0 (3.15x3.15) 84.1 x 89.9 (3.31x3.54)	1608 (98.1) 1995 (121.7)	Iron	Alum	(I) 41.7 / (1.64) (E) 36.6/(1.44)	(2) Weber 40 IDF-40IFI, (2) Solex C40P116, 34mm choke(s) req'd, or fuel injection.	2281 (89.8)	1440/1407 (56.7/55.4)
Ford Escort 1.9 (85-87)	1	1870	4 Cyl SOHC	82.0 x 88.0 (3.23x3.46)	1859 (113.4)	Iron	Alum	(I) 42.0 / (1.65) (E) 37.0/(1.46)	(2) Auto-type sidedraft w/ 32mm choke(s) on I.R. manifold, or fuel injection.	2393 (94.2)	1455/1488 (57.3/58.6)
Ford Mustang 2.3 (79-93)	2	2100 * 2153 ** 2205	4 Cyl SOHC	96.0 x 79.4	2301	Iron	Iron	(I) 44.1 (E) 38.1	(1) Holley-Weber 5200 or fuel injection.	2550 (100.4)	60.8 / 61.2
Ford Pinto	1	2190	4 Cyl SOHC	96.0 x 79.4 (3.78x3.13)	2301 (140.4)	Iron	Iron	(I) 44.1 / (1.74) (E) 38.1/(1.50)	(1) 40 DCN, DCNF, IDF w/ 36mm choke(s), (2) Auto-type sidedraft w/ 32 mm choke(s) on I.R. manifold.	2388 (94.0)	1488/1509 (58.6/59.4)
Ford Probe (93-97)	2	2000 * 2050 ** 2100	4 Cyl DOHC	83.0 x 92.0	1991	Iron	Alum	(I) 31.5 (E) 27.6	Fuel injection	2614	64.1 / 64.1
Honda Civic Del Sol Si (93-94)	2	2090 * 2142 ** 2195	4 Cyl SOHC	75.0 x 90.0 (2.95x3.54)	Alum	Alum	(I) 30.0 / (1.18) (E) 26.0/(1.02)	Fuel injection	Fuel injection	2370 (93.3)	1567/1557 (61.7/61.3)
Honda Civic Si (99-00)	2	2090 * 2142 ** 2195	4 Cyl DOHC	81.0 x 77.4 (3.19x3.05)	1595	Alum	Alum	(I) 33.0 / (1.30) (E) 28.0 / (1.10)	Fuel injection	2370 (93.3)	1567/1557 (61.7/61.3)
Honda S2000 (00-03)	2	2520 * 2583 ** 2646	4 Cyl DOHC	87.0 x 84.0	1997	Alum	Alum	(I) 36.0 (E) 31.0	Fuel Injection	94.5	62.1 / 63.7
Honda S2000 (00-03)	2	2580 * 2645 ** 2709	4 Cyl DOHC	87.0 x 90.7	2157	Alum	Alum	(I) 36.1 (E) 31.1	Fuel Injection	94.5	62.1 / 63.7
Honda Prelude Si	2	2420 * 2481 ** 2541	4 Cyl DOHC	87.0 x 95.0 (3.43x3.74)	2259 (137.8)	Alum	Alum	(I) 34.0 / (1.34) (E) 29.0/(1.14)	(2) Auto-type sidedraft w/ 32mm choke(s) on I.R. manifold, or fuel injection.	2550 (100.4)	1615/1605 (63.6/63.2)

\* Alternate transmission w/ stock type syncros

\*\* Alternate transmission w/ non-stock type syncros (i.e. dog-ring)

<b>EP</b>	Wheels (max)	Trans. Speeds	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Notes:
Elva Courier Mk I, II, & III 1622 & 1798	14 x 6 (1622) 15 x 7 MkIII 1798	4	(F) 229 Drum (R) 203 Drum	(F) 229 Disc (R) 254 Drum (w/ MGA axle) (F) 279 Disc (R) Mk. 4T 229	ATB 7224 MGA axle housing assy. Only the Mk III 1622cc is allowed to update to the 1798cc engine including the 15" wheel. A Mk III making this update may also use the 13" wheels.
Elva Courier Mk III, IV 1800 & Mk IV R&C	15 x 7	4	(F) 229 Drum (R) 203 Drum	(F) 229 Disc (R) 254 Drum (w/ MGA axle) (F) 279 Disc (R) Mk. 4T 229	Mk IV T R&C have IRS, Mk III & IV 1800 have live axle. ATB 7224 MGA axle housing assy.
Fiat 124 Sport Spider 1600 & 124 Spider 2000	15 x 7	5	(F) 226 (8.9) Disc (R) 226 (8.9) Disc	(F & R) 254 (10.0) Disc Alternate rotor: # 82346805	Intake manifold: #124A20079-3, Allow alternate PBS intake manifold.
Ford Escort 1.9 (85-87)	15 x 7	4 or 5	(F) 235 (9.3) Disc (R) 180 (7.1) Drum		
Ford Mustang 2.3 (79-93)	15 x 7	4 or 5	(F) 256 Vented Disc (R) 229 Drum		Comp. Ratio limited to 12.0:1, Valve lift limited to .500".
Ford Pinto	15 x 7	4 or 5	(F) 236 (9.3) Disc (R) 229 x 36 (9.0x 1.4) Drum		
Ford Probe (93-97)	15 x 7	5	(F) 258 Vented Disc (R) 228 Drum		Comp. Ratio limited to 12.0:1, Valve lift limited to .500".
Honda Civic Del Sol Si (93-94)	15 x 7	5	Factory spec @ all 4 wheels.		Comp. Ratio limited to 12.5:1, Valve lift limited to .500".
Honda Civic Si (99-00)	15 x 7	5	(F) 240 (9.4) Disc (R) 239 (9.4) Disc		Comp. Ratio limited to 12.0:1, Valve lift limited to .500".
Honda S2000 (00-03)	16 x 7.5	6	(F) 300 Vented Disc (R) 282 Solid Disc		Comp. Ratio limited to 12.0:1, Valve lift limited to .500".
Honda S2000 (00-03)	16 x 7	6	(F) 300 Vented Disc (R) 282 Solid Disc		Comp. Ratio limited to 12.0:1, Valve lift limited to .500".
Honda Prelude Si	15 x 7	5	(F&R) 259 (10.2) Disc		Comp Ratio limited to 12.0:1. Valve lift (measured as raced - w/ lash): .500" max. Level 1 dry sump, connecting rods, intake manifold porting, crankshaft, rocker arms and cam followers.

<b>EP</b>	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
Honda Prelude Si VTEC (1993)	2	2730 * 2798 ** 2867	4 Cyl DOHC	87.0 x 90.0	2157	Alum	Alum	(I) 35.0 / (1.38) (E) 30.0/(1.18)	Fuel injection	2550 (100.4)	1632/1622
Hyundai Tiburon FX 2.0L (97-98)	2	2000 * 2050 ** 2100	4 Cyl DOHC	82.0 x 93.5 (3.23x3.68)	1975	Alum	Alum		Fuel injection	2474 (97.4)	1466/1450 (57.7/57.1)
Jensen-Healey and GT	1	2090	4 Cyl DOHC	85.3 x 69.3 (3.75x2.73)	1973 (120.4)	Alum	Alum	(I) 35.6 / (1.40) (E) 30.5/(1.22)	(2) Weber 45 DCOE on I.R. Manifold w/ 34mm choke(s)	2337 (92.0)	1448/1422 (57.0/56.0)
Lotus / Caterham 7 America	2	1460	4 Cyl DOHC (Ford ZETEC)	84.8 x 88.0 (3.34x3.46)	1989 (121.3)	Iron	Alum		IT fuel injection prep	2235 (88.0)	1336/1349 (52.6/53.1)
Mazda MX-5 / Miata 1.6L (-1993)	1	2175	4 Cyl DOHC	78.0 x 83.6 (3.07x3.29)	1597 (97.4)	Iron	Alum	(I) 31.1 / (1.22) (E) 26.3/(1.04)	(1) 40mm Auto-type sidedraft w/ 30mm choke(s), (2) Auto-type sidedraft w/ 32mm choke(s) on I.R. manifold, or fuel injection.	2266 (89.2)	1478/1491 (58.2/58.7)
Mazda MX-5 / Miata 1.8L (90-97)	1/2 See Notes	Carb: 2175 F.I.: 2225	4 Cyl DOHC	83.0 x 85.0 (3.27x3.35)	1840 (112.2)	Iron	Alum	(I) 33.1 / (1.30) (E) 28.2/(1.11)	(2) Auto-type sidedraft w/ 32mm choke(s) on I.R. manifold, or fuel injection.	2266 (89.2)	1483/1509 (58.4/59.4)
Mazda MX-5 / Miata (94-97)	2	2050 * 2101 ** 2153	4 Cyl DOHC	83.0 x 85.0	1840	Iron	Alum	(I) 33.1 (E) 28.2	Fuel injection	2266	58.4 / 59.4
Mazda MX-5 / Miata (99-02)	2	2075 * 2127 ** 2179	4 Cyl DOHC	83.0 x 85.0 (3.27x3.35)	1840 (112.2)	Iron	Alum	(I) 33.1 / (1.30) (E) 28.2/(1.11)	(1) 40mm Auto-type sidedraft w/ 30mm choke(s), (2) Auto-type sidedraft w/ 28mm choke(s) on I.R. manifold, or fuel injection.	2266 (89.2)	1483/1509 (58.4/59.4)
Mazda MX-5 (06-08)	2	2450 * 2511 ** 2573	4 Cyl DOHC	87.38 x 83.06	1999	Alum	Alum	(I) 35.1 (E) 30.0	Fuel Injection	2329	63.0 / 63.2

\* Alternate transmission w/ stock type syncros

\*\* Alternate transmission w/ non-stock type syncros (i.e. dog-ring)

<b>EP</b>	Wheels (max)	Trans. Speeds	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Notes:
Honda Prelude Si VTEC (1993)	15 x 7	5	Factory spec @ all 4 wheels.		Comp. Ratio limited to 10.0:1, Valve lift limited to .300".
Hyundai Tiburon FX 2.0L (97-98)	15 x 6	5	(F) 257 (10.1) Disc (R) 203 (8.0) Drum		Comp. Ratio limited to 10.5:1., Valve lift limited to .450".
Jensen-Healey and GT	15 x 7	4 or 5	(F) 254 (10.0) Disc (R) 229 (9.0) Drum	(F) 257 (10.1) Disc (R) 229 (9.0) Drum (F) 267 (10.5) Vented Disc (R) 267 x 20 Disc from TR-8	Toyota rear differential w / 8" ring gear (4WD rear)
Lotus / Caterham 7 America	13 x 6	5	(F&R) 229 (9.0) Disc		Level 2 suspension preparation. Engine is limited to IT preparation except modifications permitted in section 9.1.5.E.2.e and f. Comp. Ratio limited to 10.0: 1, Valve lift limited to .380". Stock transmission with helical gears req'd. Gear ratios: 3.36, 1.81, 1.26, 1.00, 0.82. Permitted Fuel: cars may use fuel meeting the requirements for IT cars per GCR Section 9.3.25. The rollcage may be modified or replaced. The rollcage must have a full-width, high front & rear hoop, using the OEM cage mounting points. The side intrusion bars shall remain outside the passenger compartment. The Caterham "clamshell" front fender is required. Front fenders shall be mounted in the normal position as provided from the factory. Front fenders may be modified as described here. The fender mounting flange shall be a minimum of 36" in length. At the rear of the fender, the lower edge of the mounting flange shall extend no higher than 8-1/2" above the undertray of the vehicle. At its maximum width, the fender shall be no narrower than 20-1/2" as measured along the upper curvature. At a point 18" rearward from the front of the flange, the fender shall be no narrower than 7" along the upper curvature and at 34" the fender shall be no less than 3" along the upper curvature. From 34" rearward, a radius may provide a transition between the outer and the rearmost fender edges. The contours resulting from this modification shall be gradual and describe a smooth curve in plan view. No further modifications are allowed.
Mazda MX-5 / Miata 1.6L (-1993)	15 x 7	5	(F) 235 (9.3) Vented Disc (R) 231 (9.1) Solid Disc	(F) 254 (10.0) Vented Disc (R) 251 (9.9) Solid Disc	"Dual Y" manifold required w / single DCOE carb., no plenum or balance tubes. 1994 Mazda Miata (1840cc) differential housing is permitted. OEM hardtop allowed.
Mazda MX-5 / Miata 1.8L (90-97)	15 x 7	5	(F) 235 (9.3) Vented Disc (R) 231 (9.1) Solid Disc	(F) 254 (10.0) Vented Disc (R) 251 (9.9) Solid Disc	Comp Ratio limited to 12.0:1. Valve lift (measured as raced - w/ lash): .500" max. Drivetrain Level 2 preparation only. Listed spec line weight does not change with alternate or stock transmission. Level 1, dry sump, connecting rods, intake manifold porting, crankshafts, rocker arms and cam followers. OEM hard top allowed.
Mazda MX-5 / Miata (94-97)	15 x 7	5	(F) 235 Vented Disc (R) 231 Solid Disc	(F) 254 Vented Disc (R) 251 Solid Disc	Comp. Ratio limited to 12.0:1. Valve lift (measured as raced - w/ lash): .500" max. Level 1 dry sump, connecting rods, intake manifold porting, crankshaft, rocker arms and cam followers. OEM hardtop allowed.
Mazda MX-5 / Miata (99-02)	15 x 7	5	(F) 235 (9.3) Vented Disc (R) 231 (9.1) Solid Disc	(F) 254 (10.0) Vented Disc (R) 251 (9.9) Solid Disc	Comp Ratio limited to 12.0:1. Valve lift (measured as raced - w/ lash): .500" max. Level 1 dry sump, connecting rods, intake manifold porting, crankshaft, rocker arms and cam followers. OEM hardtop allowed. Variable valve timing prohibited.
Mazda MX-5 (06-08)	16 x 7	5 or 6	(F) 289.6 Vented Disc (R) 279.4 Solid Disc		Comp. Ratio limited to 12.0:1, Valve lift limited to .500".

EP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
Mazda Protégé ES (01-03)	2	2000 * 2050 ** 2100	4 Cyl DOHC	83.0 x 92.0	1991	Iron	Alum	(I) 31.5 (E) 27.6	Fuel injection	102.8	60.8 / 61.0
Mazda RX-2	2	1950 * 1999 ** 2048	Rotary	12A	2292 (139.8)				(1) Nikki 4 bbl carburetor w/ primary choke(s) bored to match secondary choke(s) on a stock manifold or (1) Auto-type 2 bbl w/ 38mm choke(s) on a "dual-y" manifold"		
Mazda RX-3 & 3SP (72-78)	2	1950 * 1999 ** 2048	Rotary	12A	2292 (139.8)				(1) Nikki 4 bbl carburetor w/ primary choke(s) bored to match secondary choke(s) on a stock manifold or (1) Auto-type 2 bbl w/ 38mm choke(s) on a "dual-y" manifold"	2311 (91.0)	1410/1410 (55.5/55.5)
Mazda RX-4 (74-78)	2	2100 * 2153 ** 2205	Rotary	13B 6-port	2616				(1) Nikki 4 bbl carburetor w/ primary choke(s) bored to match secondary choke(s) on a stock manifold or (1) Auto-type 2 bbl w/ 38mm choke(s) on a "dual-y" manifold"	99.0	60.0 / 59.0
Mazda RX-7 (12A / 13B) (79-85)	2	12A: 2100 * 2153 ** 2205 13B: 2190 * 2245 ** 2300	Rotary	12A 13B (84-85 6-port only)	2292 (139.8) 2616 (159.6)				12A: (1) Nikki 4 bbl carburetor w/ primary choke(s) bored to match secondary choke(s) on a stock manifold or (1) Auto-type 2 bbl w/ 38mm choke(s) on a "dual-y" manifold", 13B: (1) Auto-type 2 bbl w/ 38mm choke(s) on a "dual-y" manifold, or fuel injection.	2421 (95.3)	1524/1499 (60.0/59.0)
Mazda RX-7 (13B) (86-91)	2	2300 * 2358 ** 2415	Rotary	13B	2616 (159.6)				(1) Auto-type 2 bbl w/ 42mm choke(s) on a "dual-y" manifold, or fuel injection.	2431 (95.7)	1542/1532 (60.7/60.3)
Mazda RX-8 (04-08)	2	2450 * 2511 ** 2573	Rotary	Renesis	2701				Fuel Injection	106.4	63.2 / 63.6
MGB & MGB-GT	1	1760	4 Cyl OHV	80.3 x 88.9 (3.16x3.50)	1798 (109.7)	Iron	Iron	(I) 39.9 / (1.57) (I) 41.4 / (1.63) (E) 34.3/(1.35)	(2) 1.5" SU HS-4, (2) 2" SU or Stromberg, (2) 1.75" SU	2311 (91.0)	1346/1351 (53.0/53.2)
Mercedes-Benz 190E 2.3L (8-valve) (84-93)	2	2100 * 2153 ** 2205	4 Cyl SOHC	96.5 x 80.3 (3.80x3.16)	2299 (140.2)	Iron	Alum	(I) 46.1 / (1.81) (E) 39.1/(1.54)	Fuel injection	2665 (104.9)	1529/1510 (60.2/59.4)

\* Alternate transmission w/ stock type syncros

\*\* Alternate transmission w/ non-stock type syncros (i.e. dog-ring)

<b>EP</b>	Wheels (max)	Trans. Speeds	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Notes:
Mazda Protégé ES (01-03)	15 x 7	5	Factory spec @ all 4 wheels.		Comp. Ratio limited to 12.0:1, Valve lift limited to .500".
Mazda RX-2	15 x 7	5	(F) 231 (9.1) Disc (R) 201 (7.9) Drum	(F) 227 (8.9) Disc (F) 250 Disc (R) 229 (9.0) Drum (R) 236 Disc (R) 256 Disc	Level 1 dry sump, intake manifold porting permitted.
Mazda RX-3 & 3SP (72-78)	15 x 7	5	(F) 231 (9.1) Disc (R) 201 (7.9) Drum	(F) 227 (8.9) Disc Discs and calipers from 79-85 12A RX-7 (R) 229 (9.0) Drum (F) 250 (9.8) Disc Discs and calipers from '84-'85 RX-7 GSL-SE	Level 1 dry sump, intake manifold porting permitted. Alternate multi-piece hub and rotor allowed provided they are of the same dimensions as original and weigh a minimum of 10.2 lbs.
Mazda RX-4 (74-78)	15 X 7	5	(F) 232 Disc (R) 229 Drum	(F) 227 (8.9) Disc Discs and calipers from 79-85 12A RX-7 (F) 250 (9.8) Disc Discs and calipers from '84-'85 RX-7 GSL-SE	Level 1 dry sump, intake manifold porting permitted. Any 86-95 rotor housing permitted.
Mazda RX-7 (12A / 13B) (79-85)	15 x 7	5	(F) 227 (8.9) Disc (R) 200 (7.9) Drum	(F) 250 (9.8) Disc (R) 236 (9.3) Disc (R) 256 (10.1) Disc	Level 1 dry sump, intake manifold porting permitted. Alternate multi-piece hub and rotor allowed provided they are of the same dimensions as original and weigh a minimum of 10.2 lbs. Any 86-95 rotor housing permitted.
Mazda RX-7 (13B) (86-91)	15 x 7	5	(F) 250 (9.8) Disc (R) 256 (10.1) Disc	(F) 277 (10.9) Disc (R) 272 (10.7) Disc	Level 1 dry sump, intake manifold porting permitted. OEM or aftermarket rear spoiler not permitted. Any 86-95 rotor housing permitted.
Mazda RX-8 (04-08)	18 x 8	6	(F) 323 Vented Disc (R) 303 Vented Disc		
MGB & MGB-GT	15 x 7	4	(F) 273 (10.8) Disc (R) 254 (10.0) Drum		17th 8152 (0.75") wheel cylinders, Alternate intake manifold for 2" SU: #12 H2838, Laycock overdrive, May use 5 speed gearbox w/o overdrive. Alt. Manifold: Any individual runner manifold with runner length of 3.0-4.0" measured flange to flange.
Mercedes-Benz 190E 2.3L (8-valve) (84-93)	15 x 7	5	Factory spec @ all 4 wheels.		Comp. Ratio limited to 10.5:1, Valve lift limited to .450".

<b>EP</b>	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
Mercury Capri 2.3 (79-86)	2	2100 * 2153 ** 2205	4 Cyl SOHC	96.0 x 79.4	2301	Iron	Iron	(I) 44.1 (E) 38.1	(1) Holley-Weber 5200 or fuel injection.	2550 (100.4)	60.8 / 61.2
Morgan Super Sport	1	1820	4 Cyl OHV	86.1 x 91.1	2138	Iron	Iron	(I) 39.6 (E) 33.0	(2) Weber 42 DCOE w/ 34mm choke(s)	96.0	52.0 / 52.5
Nissan/Datsun 240-Z	2	2200 * 2255 ** 2310	6 Cyl SOHC	83.0 x 73.3 (3.27x2.89)	2380 (145.2)	Iron	Alum	(I) 42.0 / (1.65) (E) 33.0/(1.30)	(2) Hitachi-SU (1bbl) 46mm throttle bores	2304 (90.7)	1445/1438 (56.9/56.6)
Nissan/Datsun 260-Z	2	2300 * 2358 ** 2415	6 Cyl SOHC	83.0 x 79.0 (3.27x3.11)	2565 (156.5)	Iron	Alum	(I) 42.0 / (1.65) (E) 35.0/(1.38)	(2) Hitachi-SU (1bbl) 46mm throttle bores	2304 (90.7)	1445/1438 (56.9/56.6)
Nissan/Datsun SRL 311U Roadster	1	2000	4 Cyl SOHC	87.1 x 83.1 (3.43x3.27)	1982 (120.9)	Iron	Alum	(I) 46.0 / (1.81) (E) 36.1/(1.42)	(2) Mikuni PHH 44mm. 38mm choke(s) req'd, (2) Hitachi-SU (1bbl) 46mm throttle bores.	2281 (89.8)	1364/1288 (53.7/50.7) (w / 6") 1389/1313 (54.7/51.7) (w / 7")
Nissan 200-SX / S10 (77-79)	1	1950	4 Cyl SOHC	85.1 x 86.1 (3.35x3.39)	1952 (119.1)	Iron	Alum	(I) 42.1 / (1.66) (E) 35.2/(1.39)	(1) 40 DCN, DCNF, IDF w/ 36mm choke(s), (2) Auto-type sidedraft w/ 30mm choke(s) on I.R. manifold.	2337 (92.0)	1453/1405 (57.2/55.3)
Nissan 200-SX SE-R	2	2150 * 2204 ** 2258	4 Cyl DOHC	86.0 x 86.0 (3.39x3.39)	1998 (121.9)	Iron	Alum	(I) 34.2 / (1.35) (E) 30.2/(1.19)	(2) Auto-type sidedraft w/ 32mm choke(s) on I.R. manifold, or fuel injection.	2431 (95.7)	1537/1516 (60.5/59.7)
Nissan 240-SX / S13	2	2320 * 2378 ** 2436	4 Cyl SOHC (3 valve)	89.0 x 96.0 (3.50x3.78)	2389 (145.7)	Iron	Alum	(I) 34.0 / (1.34) (E) 40.0/(1.57)	(2) Auto-type w/ 30mm choke(s), or fuel injection.	2474 (97.4)	1524/1524 (60.0/60.0)
Nissan 240-SX S13/S14 (91-98)	2	2600 * 2665 ** 2730	4 Cyl DOHC	89.0 x 96.0	2389	Iron	Alum	(I) 38.1 (E) 31.8	Fuel injection	S13: 97.4 S14: 99.4	1587/1577
Nissan NX-2000	2	2150 * 2204 ** 2258	4 Cyl DOHC	86.0 x 86.0 (3.39x3.39)	1998 (121.9)	Iron	Alum	(I) 34.2 / (1.35) (E) 30.2/(1.19)	(2) Auto-type sidedraft w/ 32mm choke(s) on I.R. manifold, or fuel injection.	2431 (95.7)	1524/1501 (60.0/59.1)
Nissan Sentra SE-R (90-94)	2	2150 * 2204 ** 2258	4 Cyl DOHC	86.0 x 86.0 (3.39x3.39)	1998 (121.9)	Iron	Alum	(I) 34.2 / (1.35) (E) 30.2/(1.19)	(2) Auto-type sidedraft w/ 32mm choke(s) on I.R. manifold, or fuel injection.	2431 (95.7)	1524/1501 (60.0/59.1)

\* Alternate transmission w/ stock type syncros

\*\* Alternate transmission w/ non-stock type syncros (i.e. dog-ring)

<b>EP</b>	Wheels (max)	Trans. Speeds	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Notes:
Mercury Capri 2.3 (79-86)	15 x 7	4 or 5	(F) 256 Vented Disc (R) 229 Drum		Comp. Ratio limited to 12.0:1, Valve lift limited to .500".
Morgan Super Sport	13 x 7	4	(F) 11.0 Disc (R) 9.0 Drum		
Nissan/Datsun 240-Z	15 x 7	4	(F) 272 (10.7) Disc (R) 229 (9.0) Drum	(F) 252 (9.92) Vented Disc (R) 258 or 269 Solid Disc Discs and calipers from 280-ZX.	Comp Ratio limited to 12.0:1. Valve Lift (measured as raced - w/ lash): .500" max. Level 1 dry sump, connecting rods, intake manifold porting, crankshaft, rocker arms and cam followers.
Nissan/Datsun 260-Z	15 x 7	4	(F) 272 (10.7) Disc (R) 229 (9.0) Drum	(F) 252 (9.92) Vented Disc (R) 258 or 269 Solid Disc Discs and calipers from 280-ZX.	Comp Ratio limited to 12.0:1. Valve Lift (measured as raced - w/ lash): .500" max. Level 1 dry sump, connecting rods, intake manifold porting, crankshaft, rocker arms and cam followers.
Nissan/Datsun SRL 311U Roadster	15 x 7	5	(F) 285 (11.2) Disc (R) 229 (9.0) Drum	(F) 279 x 26 Vented Disc Front calipers from: 240, 260, or 280Z (1970-78) w/spacers Rotor origin is unrestricted	
Nissan 200-SX / S10 (77-79)	15 x 7	5	(F) 244 (9.6) Disc (R) 229 x 40 (9.0 x 1.6) Drum		
Nissan 200-SX SE-R	15 x 7	5	(F) 249 (9.8) Disc (R) 234 (9.2) Disc		Comp Ratio limited to 12.0:1. Valve lift (measured as raced - w/ lash): .500" max. Level 1 dry sump, connecting rods, intake manifold porting, crankshaft, rocker arms and cam followers.
Nissan 240-SX / S13	15 x 7	5	(F) 252 (9.9) Disc (R) 258 (10.2) Disc	(F) Stock 257 x 22 (10.1 x .87) ABS discs w/ 4-lug hub & ABS front calipers.	Comp Ratio limited to 12.0:1. Valve lift (measured as raced - w/ lash): .500" max. Level 1 dry sump, connecting rods, intake manifold porting, crankshaft, rocker arms and cam followers.
Nissan 240-SX S13/S14 (91-98)	15 x 7	5	(F) 257 Vented Disc (R) 258 Solid Disc		Comp. Ratio limited to 10.5:1, Valve lift limited to .450".
Nissan NX-2000	15 x 7	5	(F) 249 (9.8) Disc (R) 234 (9.2) Disc		Comp Ratio limited to 12.0:1. Valve lift (measured as raced - w/ lash): .500" max. Level 1 dry sump, connecting rods, intake manifold porting, crankshaft, rocker arms and cam followers.
Nissan Sentra SE-R (90-94)	15 x 7	5	(F) 249 (9.8) Disc (R) 234 (9.2) Disc		Comp Ratio limited to 12.0:1. Valve lift (measured as raced - w/ lash): .500" max. RLevel 1 dry sump, connecting rods, intake manifold porting, crankshaft, rocker arms and cam followers.

<b>EP</b>	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
Nissan/Datsun HL510 (78-81)	1	1900	4 Cyl SOHC	85.1 x 86.1 (3.35x3.39)	1952 (119.1)	Iron	Alum	(I) 42.1 / (1.66) (E) 35.2/(1.39)	(1) 40 DCN, DCNF, IDF w/ 36mm choke(s), (2) Auto-type sidedraft w/ 30mm choke(s) on I.R. manifold.	2388 (94.0)	1478/1448 (58.2/57.0)
Pontiac Solsitce (06-08)	2	2620 * 2686 ** 2751	4 Cyl DOHC	88.0 x 98.0	2384	Alum	Alum	(I) 32.25 (E) 30.25	Fuel Injection	95.1	65.1 / 65.8
Porsche 911 2.2L	1	2050	Oppos'd 6 Cyl SOHC	84.0 x 66.0 (3.31x2.60)	2195 (133.9)	Alloy	Alloy	(I) 46.1 / (1.81) (E) 40.1/(1.58)	(2) IDA-3C carburetors. 34mm choke(s) max.	2271 (89.4)	58.2 / 57.4
Porsche 914-4	1	1820	4 Cyl OHV	94.0 x 70.9 (3.70x2.79)	1968 (120.1)	Alum	Alum	(I) 41.9 / (1.65) (E) 36.1/(1.42)	(2) Solex 40 PII-4, (2) weber 40 IDF, (2) Del'Orto 40mm, 38mm choke(s) max, or fuel injection.	2451 (96.5)	1435/1478 (56.5/58.2)
Porsche 914-6 2.0L	1	1900	Oppos'd 6 Cyl SOHC	80.0 x 66.0 (3.15x2.60)	1991 (121.5)	Alloy	Alloy	(I) 41.9 / (1.65) (E) 38.1/(1.50)	(2) IDA-3C carburetors. 38mm choke(s) max.	2451 (96.5)	1452/1499 (57.2/59.0)
Porsche 924	1	2050	4 Cyl OHC	86.5 x 84.4 (3.41x3.32)	1984 (121.0)	Iron	Alum	(I) 40.0 / (1.57) (E) 33.0/(1.30)	(2) Auto-type w/ 30mm choke(s)	2400 (94.5)	1420/1392 (55.9/54.8)
Porsche 944/924S 2.5L (2V) (83-88)	2	2250 * 2306 ** 2363	4 Cyl SOHC	100.0x78.9 (3.94x3.11)	2479 (151.2)	Iron	Alum	(I) 45.0 / (1.77) (E) 40.0/(1.57)	Fuel injection	2400 (94.5)	1568/1542 (61.7/60.7)
Porsche 944S (87-88)	2	2800 * 2870 ** 2940	4 Cyl DOHC	100.0x78.9	2479	Iron	Alum	(I) 37.0 (E) 33.0	Fuel injection	2400	1568/1542
Saturn Sky (07-08)	2	2620 * 2686 ** 2751	4 Cyl DOHC	88.0 x 98.0	2384	Alum	Alum	(I) 32.25 (E) 30.25	Fuel Injection	95.1	65.1 / 65.8
Toyota Celica II 2.4L (81-82) (excl. conv.)	2	2140 * 2194 ** 2247	4 Cyl SOHC	92.0 x 89.0 (3.62x3.50)	2366 (144.3)	Iron	Alum	(I) 45.0 / (1.77) (E) 37.0/(1.46)	Carburetion	2500 (98.4)	1486/1456 (58.5/57.3)
Toyota Celica 2.4L (83-85) (excl. conv.)	2	2140 * 2194 ** 2247	4 Cyl SOHC	92.0 x 89.0 (3.62x3.50)	2366 (144.3)	Iron	Alum	(I) 45.0 / (1.77) (E) 37.0/(1.46)	(2) Auto-type sidedraft w/ 36mm choke(s), or fuel injection.	2500 (98.4)	1486/1456 (58.5/57.3)
Toyota Corolla GTS (4AG) (84-89)	1	2060	4 Cyl DOHC	81.0 x 77.0 (3.19x3.03)	1587 (96.8)	Iron	Alum	(I) 30.7 / (1.21) (E) 26.0/(1.02)	(1) DCOE w/ 36mm choke(s), (2) Auto-type sidedraft w/ 36mm choke(s) on I.R. manifold, or fuel injection.	2413 (95.0)	1524/1524 (60.0/60.0)

\* Alternate transmission w/ stock type syncros

\*\* Alternate transmission w/ non-stock type syncros (i.e. dog-ring)

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Notes:
Nissan/Datsun HL510 (78-81)	15 x 7	5	(F) 244 (9.6) Disc (R) 229 x 40 (9.0 x 1.6) Drum	(F) 251 (9.9) Vented Discs Discs and calipers from 280-ZX.	
Pontiac Solsitce (06-08)	18 x 8	5	(F) 296 Vented Disc (R) 278 Solid Disc		Comp Ratio limited to 12.0:1. Valve lift limited to .500".
Porsche 911 2.2L	15 x 7	4 or 5	(F) 282 (11.1) Disc (R) 290 (11.4) Disc	(F&R) 300 (11.8) Disc	Cylinder barrels of alternate material are permitted.
Porsche 914-4	15 x 7	5	(F) 282 (11.1) Disc (R) 285 (11.2) Disc	Front "M" calipers permitted, 914-6 calipers & discs allowed	Standard intake manifold: Porsche part #021 129 705N. Alternate manifolds with the same length and configuration (4-5 1/4" center line axis) are allowed. (i.e. Pierce manifold part # 99004.822. Top panel may remain in place if securley bolted or pinned. Cylinder barrels of alternate material are permitted.
Porsche 914-6 2.0L	15 x 7	5	(F) 282 (11.1) Disc (R) 287 (11.3) Disc	(F&R) 300 (11.8) Disc	Cylinder barrels of alternate material are permitted.
Porsche 924	15 x 7	5	(F) 257 (10.1) Disc (R) 231 (9.1) Drum	(F) 282 (11.1) Disc (R) 290 (11.4) Disc	
Porsche 944/924S 2.5L (2V) (83-88)	15 x 7	5	Factory spec @ all 4 wheels.		Comp. Ratio limited to 10.7:1, Valve lift limited to .475". Dry sump is allowed.
Porsche 944S (87-88)	15 x 7	5	(F) 282 Vented Disc (R) 289 Vented Disc		Comp. Ratio limited to 11.5:1, Valve lift limited to .450".
Saturn Sky (07-08)	18 x 8	5	(F) 296 Vented Disc (R) 278 Solid Disc		Comp Ratio limited to 12.0:1. Valve lift limited to .500".
Toyota Celica II 2.4L (81-82) (excl. conv.)	14 x 7	5	Factory spec @ all 4 wheels.		Comp. Ratio limited to 10.5:1, Valve lift limited to .450".
Toyota Celica 2.4L (83-85) (excl. conv.)	15 x 7	5	Factory spec @ all 4 wheels.		Comp. Ratio limited to 10.5:1, Valve lift limited to .500".
Toyota Corolla GTS (4AG) (84-89)	15 x 7	5	(F & R) 231 (9.1) Disc		Dual Y manifold required w / single DCOE carb., no plenum or balance tubes

EP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
Toyota MR-2	1	1950	4 Cyl DOHC	81.0 x 77.0 (3.19x3.03)	1587 (96.8)	Iron	Alum	(I) 30.7 / (1.21) (E) 26.0/(1.02)	(1) DCOE w/ 36mm choke(s), (2) Auto-type sidedraft w/ 36mm choke(s) on I.R. manifold, or fuel injection.	2319 (91.3)	1532/1532 (60.3/60.3)
Triumph GT6	1	1830	6 Cyl OHV	74.7 x 76.0 (2.94x2.99)	1998 (121.9)	Iron	Iron	(I) 36.6 / (1.44) (E) 32.0/(1.26)	(2) 1.5" SU or Stromberg	2108 (83.0)	1387/1387 (54.6/54.6)
Triumph TR2, 3, 3A, 4, 4A	1	1820	4 Cyl OHV	83.1 x 92.0 86.1 x 92.0	1991 2138	Iron	Iron	(I) 39.6 (E) 33.0	(2) 1.75" SU or Stromberg, (2) 2" SU	2235	53.0 / 52.5
Triumph TR4A, IRS	1	1830	4 Cyl OHV	86.1 x 92.0 (3.39x3.62)	2138 (130.4)	Iron	Iron	(I) 39.6 / (1.56) (E) 33.0/(1.30)	(2) 1.75" SU or Stromberg, (2) 2" SU	2235 (88.0)	1346/1334 (53.0/52.5) 1387/1361 (54.6/53.6)
Triumph TR250, TR6	1	2190	6 Cyl OHV	74.7 x 95.0 (2.94x3.74)	2498 (152.4)	Iron	Iron	(I) 36.6 / (1.44) (I) 36.8 / (1.45) (E) 32.0/(1.26)	(3) Weber 40 DCOE on I.R. manifold. 30mm choke(s) req'd.	2235 (88.0)	1367/1354 (53.8/53.3)
Triumph TR7	1	2000	4 Cyl SOHC	90.3 x 78.0 (3.56x3.07)	1998 (121.9)	Iron	Alum	(I) 39.6 / (1.56) (E) 32.5/(1.28)	(2) Weber 45 DCOE. 32mm choke(s) req'd.	2159 (85.0)	1532/1499 (60.3/59.0)
Volkswagen Golf GTI (87-89)	2	1950 * 1999 ** 2048	4 Cyl DOHC	81.0 x 86.4 (3.19x3.40)	1780 (108.6)	Iron	Alum	(I) 32.0 / (1.26) (E) 28.0/(1.10)	Fuel injection	2472 (97.3)	60.5 / 60.2
Volvo P-1800, 1800S, 1800E, 1800ES Sports Coupe	1	1950	4 Cyl OHV	84.2 x 80.0 (3.31x3.15) 88.9 x 80.0 (3.50x3.15)	1780 (108.6) 1982 (120.9)	Iron	Iron	1780: (I) 41.9 / (1.65) (E) 35.0/(1.38) 1982: (I) 43.9 / (1.73) (E) 39.9/(1.57)	(2) 1.75" SU, (2) 1.75" Stromberg CDSE, (2) 1.75" SU HS6, (2) 2.0" SU, or fuel injection.	2451 (96.5)	1407/1407 (55.4/55.4)

\* Alternate transmission w/ stock type syncros

\*\* Alternate transmission w/ non-stock type syncros (i.e. dog-ring)

<b>EP</b>	Wheels (max)	Trans. Speeds	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Notes:
Toyota MR-2	15 x 7	5	(F) 244 (9.6) Disc (R) 239 (9.4) Disc	(F) 257 (10.1) Disc (R) 262 ( 10.3) Disc	Trunk mounted fuel cell allowed. Can use stock fuel tank. "Dual Y" manifold required w / single DCOE carb., no plenum or balance tubes. Panel between trunk and engine compartment may be modified for the purposes of ducting air to the carbs.
Triumph GT6	13 x 7	4	(F) 246 (9.7) Disc (R) 203 (8.0) Drum		(2) 1.75" carburetors @ 1970 lbs. Laycock overdrive, May use 5 speed gearbox w/o overdrive. Three (3) Weber 40mm DCOE w/28mm venturi on individual runner manifold @ 2020 lb.
Triumph TR2, 3, 3A, 4, 4A	15 x 7	4	(F) 279 Disc (R) 229 Drum	(F) Calipers & discs from TR-6 (std. or alt) (R) 254 (10.0) Drum Drum may be 9" or 10" and of alfin or steel.	Front apron assembly may be made of alternate material. Laycock overdrive, may use 5 speed gearbox without overdrive.
Triumph TR4A, IRS	15 x 7	4	(F) 279 (11.0) Disc (R) 229 (9.0) Drum	(F) Calipers & discs from TR-6 (std. or alt) (R) 254 (10.0) Drum Drum may be 9" or 10" and of alfin or steel.	Laycock overdrive, May use 5 speed gearbox w/o overdrive
Triumph TR250, TR6	15 x 7	4	(F) 273 (10.8) Disc (R) 229 (9.0) Drum	(F) 284 (11.2) Vented Disc (R) 224 (8.8) Drum (R) 229 Alfin Drum (R) 273 (10.8) Disc Disc: # C32764 Caliper: # 60-12796 LH # 60-12797 RH	Laycock overdrive, May use 5 speed gearbox w/o overdrive
Triumph TR7	15 x 7	4 or 5	(F) 248 (9.8) Disc (R) 203 (8.0) Drum	(F) 267 (10.5) Vented Disc (R) 229 (9.0) Drum (R) 267 x 20 (10.5 x .78) Disc Discs from TR-8 and alt. JRT brake kit is # STN 0068.	Rear Spoiler: # V-775, Alt. Manifold: # V-740
Volkswagen Golf GTI (87-89)	15 x 7	5	Factory spec @ all 4 wheels.		Comp. Ratio limited to 10.0:1, Valve lift limited to .330". Can use stock fuel tank is stock rear bumper and bumper support structure is retained.
Volvo P-1800, 1800S, 1800E, 1800ES Sports Coupe	15 x 7	4 or 5	(F) 279 (11.0) Disc (R) 229 (9.0) Drum	(F) 272 (10.7) Disc (R) 295 (11.6) Disc	Bosch Fuel Injection

FP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
Acura Integra 1600 (86-89)	2	1843 * 1889 ** 1935	4 Cyl DOHC	75.0 x 90.0 (2.95x3.54)	1590	Alum	Alum	(I) 30.0/(1.18) (E) 27.0/(1.06)	Fuel injection	2251 (88.6)	1489/1504 (58.6/59.2)
Acura Integra (90-93)	2	2235 * 2291 ** 2347	4 Cyl DOHC	81.0 x 89.0	1835	Alum	Alum	(I) 31.0 (E) 28.0	(2) Auto-type side draft w/ 32mm choke(s) on I.R. manifold, or fuel injection	2550	1567/1567
Acura Integra LS (95-01)	2	2123 * 2176 ** 2229	4 Cyl DOHC	81.0 x 89.0	1835	Alum	Alum	(I) 31.0 (E) 28.0	Fuel injection	2570	62.3 / 62.1
Alfa Romeo Alfetta GT & Alfetta Sedan (75-79)	2	GT: 2365 * 2424 ** 2483 Sedan: 2465 * 2527 ** 2588	4 Cyl DOHC	84.0 x 88.5	1961	Alum	Alum	(I) 44.15 (E) 40.15	Fuel injection, 34mm restrictor required between air filter and butterfly.	GT: 95.0 Sedan: 98.8	56.9 / 56.7
Alfa Romeo Giulia Spider Veloce	1	1850	4 Cyl DOHC	75.2x79.14 (3.07x3.23)	1570 (25.12)	Alum	Alum	(I) 39.69 (1.62) (E) 35.77(1.46)	(2) 40 DCOE or (2) auto-type sidedraft on IR manifold.	2170.7 or 2121.7 (88.6 or 86.6)	55.6 / 54.6
Alfa Romeo Giulia Sprint/Spider	1	1918	4 Cyl DOHC	75.2x79.14 (3.07x3.23)	1570 (25.12)	Alum	Alum	(I) 39.69(1.62) (E) 35.77(1.46)	(1) Solex 32 PAIA, (1) 36 DCD Weber	Spider: 2170.7 /2121.7 (88.6 / 86.6) Sprint: 2295.7 (93.7)	55.6 / 54.6
Alfa Romeo GTV 1750 Spider 1750 / Berlina 1750 (67-72)	2	GTV / Berlina: 1865 * 1912 ** 1958 Spider: 1950 * 1999 ** 2048	4 Cyl DOHC	80.0 x 88.4	1779	Alum	Alum	(I) 41.1 (E) 37.1	Fuel injection, 34mm restrictor required between air filter and butterfly.	GTV: 92.5 Spider: 88.6 Berlina: 101.8	GTV: 55.7 / 54.2 Spider: 56.3 / 54.2 Berlina: 52.1 / 50.2

\* Alternate transmission w/ stock type syncros

\*\* Alternate transmission w/ non-stock type syncros (i.e. dog-ring)

<b>FP</b>	<b>Wheels (max)</b>	<b>Trans. Speeds</b>	<b>Brakes Std. (mm/(in.))</b>	<b>Brakes Alt.: mm/(in.)</b>	<b>Notes:</b>
Acura Integra 1600 (86-89)	15 x 7	5	Factory spec @ all 4 wheels		Comp. Ratio limited to 10.0:1 Valve lift limited to .390".
Acura Integra (90-93)	15 x 7	5	(F) 242 Disc (R) 239 Disc		Comp. Ratio limited to 11.0:1 Valve lift limited to .450".
Acura Integra LS (95-01)	15 x 7	5	(F) 262 Vented Disc (R) 239 Solid Disc		Comp. Ratio limited to 11.0:1 Valve lift limited to .450".
Alfa Romeo Alfetta GT & Alfetta Sedan (75-79)	15 x 7	5	Factory spec @ all 4 wheels		Comp. Ratio limited to 10.5:1 Valve lift limited to .450".
Alfa Romeo Giulia Spider Veloce	15 x 7	5	(F) 10.6 Disc (R) 10.5 Drum		
Alfa Romeo Giulia Sprint / Spider	15 x 7	5	(F) 10.6 Disc (R) 10.5 Drum	(F) 10.5 Drum (3 shoe)	
Alfa Romeo GTV 1750 / Spider 1750 / Berlina 1750 (67-72)	15 x 7	5	Factory spec @ all 4 wheels		Comp. Ratio limited to 10.5:1 Valve lift limited to .450".

FP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
Alfa Romeo GTV & Berlina (72-74)	2	2165 * 2219 ** 2273	4 Cyl DOHC	84.0 x 88.5	1961	Alum	Alum	(I) 44.15 (E) 40.15	Fuel injection, 34mm restrictor required between air filter and butterfly.	GTV: 92.5 Berlina: 101.8	GTV: 55.7 / 54.2 Berlina: 52.1 / 50.2
Alfa Romeo Spider (72-86)	2	2265 * 2322 ** 2378	4 Cyl DOHC	84.0 x 88.5	1961	Alum	Alum	(I) 44.15 (E) 40.15	Fuel injection, 34mm restrictor required between air filter and butterfly. (72-80) w/ Spica, (81-86) w/ Bosch	88.6	56.3 / 54.2
Austin-Healey Sprite Mk. II, III, IV MG Midget Mk I, II, III, IV & 1500	1	1275 @ 1680 1500 @ 1660	4 Cyl OHV	68.11x78.4 (2.78x3.20) 71.05x84.3 (2.90x3.44)	1275 (77.78) 1491 (90.95)	Iron	Iron	1275cc: (I) 32.1(1.31) (E) 28.42(1.16) 1500cc: (I) 35.28(1.44) (E) 28.67(1.17)	(2) 1.25" SU, (2) 1.5" SU CD4 (1275 only), (1) 1.5" Zenith, (1) 1.5" Stromberg SD, (1) 1.5" SU, maximum spacer block (isolator) length 1.25".	1960 (80.0)	1229.9/ 1193.2 (50.2/48.7)
BMW 320i (E21) (77-79)	2	2110 * 2163 ** 2216	4 Cyl SOHC	89.0 x 80.0	1990	Iron	Alum	(I) 46.0(1.88) (E) 38.0(1.55)	(1) 40 DCFN w/ 32mm chokes, or fuel injection.	100.9	1481/1494 (58.3/58.8)
BMW 320i (E21) (80-83)	2	1957 * 2006 ** 2055	4 Cyl SOHC	89.0 x 71.0	1767	Iron	Alum	(I) 44.0 (E) 38.0	(1) 40 DCFN w/ 32mm chokes, or fuel injection	100.9	1481/1494 (58.3/58.8)
BMW 318i (E30) (84-85)	2	1957 * 2006 ** 2055	4 Cyl SOHC	89.0 x 71.0	1767	Iron	Alum	(I) 44.0 (E) 38.0	(1) 40 DCFN w/ 32mm chokes, or fuel injection.	101.2	59.0 / 59.3
BMW 1600	1	1891	4 Cyl SOHC	84.0 x 71.0	1537	Iron	Alum	(I) 42.0 (E) 35.0	(1) 40 DCN, DCFN, IDF w/ 36mm choke(s), (2) 40 DCOE side draft w/ 36mm choke(s).	98.4	57.3 / 57.3
BMW 2002/tii	2	2075 * 2127 ** 2179	4 Cyl SOHC	89.0 x 80.0	1990 (121.39)	Iron	Alum	(I) 46.0(1.88) (E) 38.0(1.55)	Fuel injection, or (1) 40 DCFN w/ 32mm choke(s).	2410.8 (98.4)	1379.4/ 1379.4 (56.3/56.3)
Chevrolet Chevette 1.6	1	1853	4 Cyl SOHC	82.0 x 75.7	1598	Iron	Iron	(I) 39.1 (E) 32.1	(2) auto type side draft w/ 36mm choke(s) on I.R. manifold.	94.3	55.75 / 55.75
Dodge Shelby Charger / Omni 024 (83-84)	2	2250 * 2306 ** 2363	4 Cyl SOHC	87.5 x 92.0	2213	Iron	Alum	(I) 40.6 (E) 35.4	Carburetion of Fuel injection	96.5	61.4 / 61.0
Elva Courier Mk. I, II & III 1622 & 1798	1	1622cc: 1800 1798cc: 1900	4 Cyl OHV	76.2 x 88.9 80.3 x 88.9	1622 1798	Iron	Iron	(I) 39.9 (E) 34.3	1622cc: (2) 1.75" SU or Stromberg 1798cc: (2) 1.50" SU or Stromberg	2286	53.5/54.6

\* Alternate transmission w/ stock type syncros

\*\* Alternate transmission w/ non-stock type syncros (i.e. dog-ring)

<b>FP</b>	<b>Wheels (max)</b>	<b>Trans. Speeds</b>	<b>Brakes Std. (mm/(in.))</b>	<b>Brakes Alt.: mm/(in.)</b>	<b>Notes:</b>
Alfa Romeo GTV & Berlina (72-74)	15 x 7	5	Factory spec @ all 4 wheels		Comp. Ratio limited to 10.5:1 Valve lift limited to .450".
Alfa Romeo Spider (72-86)	15 x 7	5	Factory spec @ all 4 wheels		Comp. Ratio limited to 10.5:1 Valve lift limited to .450".
Austin-Healey Sprite Mk. II, III, IV MG Midget Mk I, II, III, IV & 1500	13 x 6	4	(F) 203.4 (8.3) Disc (R) 171.5 (7.0) Drum	(F) 231.6 (9.12) Disc	Alternate intake manifold for 1275 (#NPN 500), 9.125 Disc (#208715), Calipers (#27H-4651), Battery tray may be removed, Parts may not be interchanged between engine units.
BMW 320i (E21) (77-79)	15 x 7	4	(F) 254 Disc (R) 250 Drum		Comp. Ratio limited to 10.0:1, Valve lift limited to .450". Trunk mounted fuel cell allowed. Factory 2bbl intake manifold from BMW 2002 is permitted.
BMW 320i (E21) (80-83)	15 x 7	5	(F) 254 Disc (R) 250 Drum		Comp. Ratio limited to 10.0:1, Valve lift limited to .450". Trunk mounted fuel cell allowed. Factory 2bbl intake manifold from BMW 2002 is permitted.
BMW 318i (E30) (84-85)	15 x 7	5	(F) 261 Disc (R) 229 Drum		Comp. Ratio limited to 10.0:1, Valve lift limited to .450". Trunk mounted fuel cell allowed. Factory 2bbl intake manifold from BMW 2002 is permitted.
BMW 1600	15 x 7	4	(F) 10.1 Disc (R) 9.1 x 1.6 Drum		Factory 2bbl intake manifold from 2002 is permitted.
BMW 2002/tii	15 x 7	4	Factory spec @ all 4 wheels		Comp. Ratio limited to 10.0:1, Valve lift limited to .450". Orientation of the alternate carburetor is unrestricted. The alternate carb adapter may not be thicker than 1.25". The adapter may have a bore larger than the throttle bore of the approved alternate carburetor.
Chevrolet Chevette 1.6	15 x 7	4 or 5	(F) 9.68 Disc (R) 7.88 Drum		
Dodge Shelby Charger / Omni 024 (83-84)	15 x 7	5	(F) 256 Vented Disc (R) 200 Drum		Comp. Ratio limited to 10.5:1, Valve lift limited to .450".
Elva Courier Mk. I, II & III 1622 & 1798	14 x 6 (1622cc) 15 x 7 (Mk. III 1798cc)	4	(F) 229 (9.0) Drum (R) 203 (8.0) Drum	(F) 229 (9.0) Disc (R) 254 (10.0) Drum (w / MGA axle) (F) 279 (11.0) Disc (R) Mk.4T 229 (9.0)	ATB 7224 MGA axle housing assy. Only the Mk.III 1622cc is allowed to update to the 1798cc engine including the 15" wheel. A Mk.III making this update may use the 13" wheels.

FP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
Elva Courier Mk. III, IV 1800 & Mk. IV R & C	1	1900	4 Cyl OHV	80.3 x 88.9	1798	Iron	Iron	(I) 39.9 (E) 34.3	(2) 1.50" SU or Stromberg	2286	53.5/54.6
Fiat 124 Sport Spider (-1977)	1	1875	4 Cyl DOHC	3.15 x 3.15 3.15 x 3.12 3.31 x 3.12	1608 1592 1756	Iron	Alum	(I) 1.64 (E) 1.43	(1) 34 DFH1, 26/34 DHS A1, 28/36 DHS A2, 34 DMSA1/100, (1) 32 ADFA2/100 ATL, (1) 34 DMS201, 36 DCNF w/ 30mm choke(s), (1) 40 DCNF w/ 30mm choke(s).	95.3/89.8	56.7 / 55.4
Fiat X-1/9 & Bertone 1300	1	1715	4 Cyl SOHC	86.0 x 55.5	1290	Iron	Alum	(I) 1.43 (E) 1.21 (E) 1.23	(1) Weber 32 DMTR or DATRA/100 w/ 32mm primary and secondary throttle bores, (1) 40 DCNF w/ 32mm choke(s)	86.7	56.3 / 56.6
Fiat X-1/9 & Bertone	1	1815	4 Cyl SOHC	3.40 x 2.52	1498	Iron	Alum	(I) 1.43 (E) 1.31	(1) 34 DMTR w/ 34mm primary & secondary throttle bores, (1) 36 DCNF w/34mm choke(s) and manifold adapter, or fuel injection, (1) 40 DCNF w/ 34mm choke(s).	86.7	56.3 / 56.6
Ford Capri 2000 (71-74)	1	2050	4 Cyl SOHC	91.0 x 77.0	1993	Iron	Iron	(I) 42.2 (E) 36.2	(1) 40 DCN, DCNF, IDF w/ 34mm choke(s), (2) Automotive-type sidedraft w/30mm choke(s) on I.R. manifold.	100.8	55.5 / 54.5
Ford Fiesta (78-80)	1	1790	4 Cyl OHV	81.0 x 78.0	1598	Iron	Iron	(I) 1.41 (E) 1.24	(1) 40 DCN, DCNF, IDF, (2) auto type side draft on I.R. manifold. 30mm choke(s) required.	90.0	56.5 / 56.0
Ford Pinto	1	2030	4 Cyl SOHC	91.0 x 77.0	1993	Iron	Iron	(I) 42.2 (E) 36.2	(1) 40 DCN, DCNF, IDF w/ 34mm choke(s), (2) Automotive-type sidedraft w/30mm choke(s) on I.R. manifold.	94.0	58.6 / 59.4
Honda Civic 1.5 (88-91)	1	1950	4 Cyl SOHC	75.0 x 84.5	1493	Alum	Alum	(I) 29.0 (E) 25.0	(2) auto type side draft w/30mm venturi on I.R. manifold, or fuel injection.	98.4	59.8 / 60.0
Honda Civic / Civic Si (84-87)	1	1900	4 Cyl SOHC	74.0 x 86.5	1488	Alum	Alum	(I) 27.1 (E) 32.1	(1) 40 DCN, DCNF, IDF w/32mm choke(s), (2) auto type side draft w/32mm choke(s) on I.R. manifold, or fuel injection.	93.7	59.3 / 59.9
Honda Civic Del Sol	2	2190 * 2245 ** 2300	4 Cyl DOHC	81.0 x 77.4 (3.19x3.05)	1595	Alum	Alum	(I) 33.0/(1.30) (E) 28.0/(1.10)	Fuel injection	2370 (93.3)	567/1557 (61.7/61.3)
Honda Civic Si (88-91)	2	1948 * 1997 ** 2045	4 Cyl SOHC	75.0 x 90.0	1590	Alum	Alum	(I) 29.0 (E) 25.0	Fuel injection	2500	1560/1567
Honda Civic Si (88-91)	1	2075	4 Cyl SOHC	75.0 x 90.0 (2.95x3.54)	1590 (97.0)	Alum	Alum	(I) 29.0 / (1.14) (E) 25.0/(0.98)	(1) 40 DCOE w/ 34mm choke(s), (2) Auto-type sidedraft w/ 32mm choke(s) on I.R. manifold, or fuel injection.	2500 (98.4)	1560/1567 (61.4/61.7)

\* Alternate transmission w/ stock type syncros

\*\* Alternate transmission w/ non-stock type syncros (i.e. dog-ring)

FP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Notes:
Elva Courier Mk. III, IV 1800 & Mk, IV R & C	15 x 7	4	(F) 229 (9.0) Drum (R) 203 (8.0) Drum	(F) 229 (9.0) Disc (R) 254 (10.0) Drum (w/ MGA axle) (F) 279 (11.0) Disc (R) Mk.4T 229 (9.0)	Mk.IV T R & C have IRS, Mk.III & IV 1800 have live axle. ATB 7224 MGA axle housing assy., Only the Mk.III 1622cc is allowed to update to the 1798cc engine including the 15" wheel. A Mk.III making this update may use the 13" wheels.
Fiat 124 Sport Spider (-1977)	13 x 7	5	(F) 8.97 Disc (R) 8.94 Disc	(F&R) 10.0 Disc	Alternate rotor (#82346805). Allow (2) 40 IDF w/ 28mm choke(s) @ 1965 lbs. Orientation of the alternate carburetor is unrestricted. The alternate carb adaptor may not be thicker than 1.25 inches. The adapter may have a bore larger than the throttle bore of the approved alternate carburetor.
Fiat X-1/9 & Bertone 1300	13 x 7	5	(F&R) 8.94 Disc	(F&R) 10.0 x .40 Disc (Lancia)	Top panels may remain in place if securely bolted or pinned. Alt. Crankshaft: #4292177. Engine hatch rain tray may be removed. Trunk mounted fuel cell allowed. Orientation of the alternate carburetor is unrestricted. The alternate carb adaptor may not be thicker than 1.25 inches. The adapter may have a bore larger than the throttle bore of the approved alternate carburetor.
Fiat X-1/9 & Bertone	13 x 7	5	(F&R) 8.94 Disc	(F&R) Lancia 9.875 x .40 Disc	Fuel cell may be located in front trunk, Crankshaft (#4211630), Alternate grille for '79: '78 X19 grill & valence, Top panels may remain in place if securely bolted or pinned, Engine hatch rain tray may be removed, 4 speed trans from X19. Orientation of the alternate carburetor is unrestricted. The alternate carb adaptor may not be thicker than 1.25 inches. The adapter may have a bore larger than the throttle bore of the approved alternate carburetor.
Ford Capri 2000 (71-74)	15 x 7	4	(F) 9.6 Disc (R) 9.0 x 2.25 Drum		
Ford Fiesta (78-80)	13 x 7	4	(F) 8.7 Disc (R) 7.0 x 1.16 Drum		Formula Ford spec cylinder head and intake manifold may be used.
Ford Pinto	15 x 7	4 or 5	(F) 9.30 Disc (R) 9.0 x 1.38 Drum		
Honda Civic 1.5 (88-91)	15 x 7	5	(F) 240 Disc (R) 180 x 30 Drum		
Honda Civic / Civic Si (84-87)	13 x 7	5	(F) 231 Disc (R) 180 x 30 Drum		Intake manifold from carbureted version of car is required
Honda Civic Del Sol	15 x 7	5	(F) 262 (10.3) Disc (R) 239 (9.4) Disc		Comp. Ratio limited to 11.0:1. Valve lift (measured as raced - w/ lash): .410" max. Level 1 dry sump, connecting rods, intake manifold porting, crankshaft, rocker arms and cam followers. May be prepared as a coupe or "targa top", Petty-bar roll cage allowed in lieu of rearward roll cage braces.
Honda Civic Si (88-91)	15 x 7	5	Factory spec @ all 4 wheels		Comp. Ratio limited to 12.0:1, Valve lift limited to .450".
Honda Civic Si (88-91)	15 x 7	5	(F) 241 (9.5) Disc (R) 180 x 38 (7.1 x 1.5) Drum	(R) 239 (9.4) Disc	Single 40 DCOE requires "dual Y" manifold w / no balance tubes or plenum.

<b>FP</b>	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
Honda Civic Si (92-95)	2	1950 * 1999 **2048	4 Cyl SOHC	75.0 x 90.0	1590	Alum	Alum	(I) 30.0 (E) 26.0	Fuel injection	2573	62.3 / 61.9
Honda Civic EX VTEC SOHC (92-95)	2	1950 * 1999 ** 2048	4 Cyl SOHC	75.0 x 90.0 (2.95x3.54)	1590 (97.0)	Alum	Alum	(I) 30.0 / (1.18) (E) 26.0/(1.02)	Fuel injection	2621 (103.2)	1567/1557 (61.7/61.3)
Honda CRX 1.5 (88-91)	1	1950	4 Cyl SOHC	75.0 x 84.5	1493	Alum	Alum	(I) 29.0 (E) 25.0	(2) auto type side draft w/30mm venturi on I.R. manifold, or fuel injection.	90.6	59.8 / 60.0
Honda CRX / CRX Si (84-87)	1	1900	4 Cyl SOHC	74.0 x 86.5	1488	Iron	Alum	(I) 27.1 (E) 32.1	(1) 40 DCN, DCNF, IDF w/32mm choke(s), (2) auto type side draft w/32mm venturi on I.R. manifold, or fuel injection.	86.6	59.3 / 59.9
Honda CRX Si (88-91)	2	1948 * 1997 ** 2045	4 Cyl SOHC	75.0 x 90.0	1590	Alum	Alum	(I) 29.0 (E) 25.0	Fuel injection	2235	1560/1567
Honda CRX Si (88-91)	1	2075	4 Cyl SOHC	75.0 x 90.0 (2.95x3.54)	1590 (97.0)	Alum	Alum	(I) 29.0 / (1.14) (E) 25.0/(0.98)	(1) 40 DCOE w/ 34mm choke(s), (2) Auto-type sidedraft w/ 32mm choke(s) on I.R. manifold, or fuel injection.	2304 (90.7)	1560/1567 (61.4/61.7)
Honda Prelude (84-87)	2	2080 * 2132 ** 2184	4 Cyl 12V SOHC	80.0 x 91.0	1829	Iron	Alum	(I) 30.0 (E) 35.0	(2) auto type side draft w/30mm choke(s) on I.R. manifold	96.5	62.1 / 62.1
Lancia Scorpion (1976)	1	2030	4 Cyl DOHC	3.31 x 3.12	1756	Iron	Alum	(I) 1.67 (E) 1.44	(2) Weber 40 IDF - 40ID1, (2) Solex C40P116, (2) DCOE w / 36mm choke(s)	90.5	59.8 / 61.5
Lotus 7 & 7 America	1	1045	4 Cyl OHV	3.19 x 1.91 2.48 x 3.00	997 948	Iron	Iron	(I) 1.30 / 1.16 (E) 1.20 / 1.00	997cc: Two (2) 1.25" SU, 948cc: Two (2) 1.25" or 1.125" SU or Stromberg	88.0	50.9 / 52.0
Lotus Super Seven	1	1530	4 Cyl OHV	81.0 x 72.9 (3.19x2.87)	1503 (91.7)	Iron	Iron	(I) 36.6 (1.44) (E) 30.2 (1.19)	(2) weber DCOE on I.R. manifold w/ 34mm choke(s)	2235 (88.0)	1293/1321 (50.9/52.0) or 1293/1397 (50.9/55.0) (w / series 4 rearend)
Lotus Super Seven Series Four	1	1810	4 Cyl OHV	81.0 x 77.7 (3.19x3.06)	1599 (97.5)	Iron	Iron	(I) 38.4 / (1.51) (E) 31.8/(1.25)	(1) Weber 32 DFM, DFD w/ 28mm primary & 28mm secondary, (1) Weber DCNF w/ 28mm choke(s).	2286 (90.0)	1331/1400 (52.4/55.1)

\* Alternate transmission w/ stock type syncros

\*\* Alternate transmission w/ non-stock type syncros (i.e. dog-ring)

<b>FP</b>	<b>Wheels (max)</b>	<b>Trans. Speeds</b>	<b>Brakes Std. (mm/(in.))</b>	<b>Brakes Alt.: mm/(in.)</b>	<b>Notes:</b>
Honda Civic Si (92-95)	15 x 7	5	(F) 262 Vented Disc (R) 201 Solid Disc		Comp. Ratio limited to 12.0:1, Valve lift limited to .450".
Honda Civic EX VTEC SOHC (92-95)	15 x 7	5	Factory spec @ all 4 wheels.		Comp. Ratio limited to 12.5:1, Valve lift limited to .500".
Honda CRX 1.5 (88-91)	15 x 7	5	(F) 240 Disc (R) 180 x 30 Drum		
Honda CRX / CRX Si (84-87)	13 x 7	5	(F) 231 Disc (R) 180 x 30 Drum		
Honda CRX Si (88-91)	15 x 7	5	Factory spec @ all 4 wheels		Comp. Ratio limited to 12.0:1, Valve lift limited to .450".
Honda CRX Si (88-91)	15 x 7	5	(F) 241 (9.5) Disc (R) 180 x 38 (7.1 x 1.5) Drum	(R) 239 (9.4) Disc	Single 40 DCOE requires "dual Y" manifold w / no balance tubes or plenum.
Honda Prelude (84-87)	13 x 7	5	(F) 229 Vented Disc (R) 237 Solid Disc		Comp. Ratio limited to 12.0:1. Valve lift (measured as raced - w/ lash): .500" max. Level 1 dry sump, connecting rods, intake manifold porting, crankshaft, rocker arms and cam followers.
Lancia Scorpion (1976)	15 x 7	5	(F & R) 8.9 Disc	(F&R) 254 x 10 Solid Disc	Trunk mounted fuel cell is permitted. Fabric roof panel may be replaced with alternate material.
Lotus 7 & 7 America	13 x 6	4	(F) 8.0 Drum (R) 7.0 Drum	COA-B405/6 front 9.0 disc brake kit	Front track w/alternate front brakes : 51.8", Authorized frame modification: Info. Available from SCCA. BMC Mk. III transmission case w/948cc. Headlights and associated hardware may be removed. Manifold unrestricted for 2 SU carbs. Wood floorboards may be replaced with metal. rear edge of the front fenders is to be 4.5" above the body undertray.
Lotus Super Seven	13 x 6	4	(F) 203 (8.0) Drum (R) 178 (7.0) Drum	(F) 229 (9.0) Disc #OAOB 405/6 (7/8" track increase) (F) 244 (9.6) Disc	Authorized frame modification: Info. available from SCCA. Headlights & associated hardware may be removed. Series 4 axle housing is permitted. Suspension components can pass through exterior bodywork. Front fenders may be modified as described here. The fender mounting flange shall be a minimum of 50 inches in length. At the rear of the fender, the lower edge of the mounting flange shall extend no higher than 4-1/2 inches above the undertray of the vehicle. At a point 6 inches rearward from the front of the flange, the fender shall be no narrower than 16-7/8 inches as measured along the upper curvature. At a point 18 inches rearward from the front of the flange, the fender shall be no narrower than 7 inches along the upper curvature and from 34 inches to 48 inches, the fender shall be no less than 3 inches along the upper curvature. From 48 inches rearward, a radius may provide a transition between the outer and the rearmost fender edges. The contours resulting from this modification shall be gradual and describe a smooth curve in plan view. A diagram is available from SCCA. No further modifications are allowed.
Lotus Super Seven Series Four	13 x 6	4	(F) 229 (9.0) Disc (R) 229 (9.0) Drum	(F) 244 (9.6) Disc	Headlights & associated hardware may be removed. NOTE: Rear edge of front fenders shall be 4.5" above body undertray. Floor pans: One (1) right, One (1) left, attached to bottom of frame tubes. Area beneath transmission / driveshaft shall remain open.

FP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
Lotus Mk 46, 54, 65 Europa	1	1630	4 Cyl OHV	75.9 x 81.0 (2.99x3.19) 77.0 x 84.1 (3.03x3.31)	1470 (89.7) 1565 (95.5)	Alum	Alum	(I) 37.6 / (1.48) (E) 31.2/(1.23)	(1) Solex 1 3/8" DIDA2, (1) Weber 45 DCOE w / "Dual-Y" manifold	2311 (91.0)	1440/1440 (56.7/56.7)
Mazda 626 (84-87)	2	2000 * 2050 ** 2100	4 Cyl SOHC	86.0 x 86.0	1998	Iron	Alum	(I) 44.0 (E) 36.0	Carburetion or Fuel injection	2510	60.5 / 60.3
Mazda GLC / 323 (86-88)	2	1800 * 1845 ** 1890	4 Cyl SOHC	78.0 x 83.6	1597	Iron	Alum	(I) 38.1 (E) 32.1	(2) auto type side draft w/32mm choke(s) on I.R. manifold, or fuel injection.	94.5	57.4 / 58.4
Mazda Miata 1.6L (90-93)	2	2075 * 2127 ** 2179	4 Cyl DOHC	78.0 x 83.6	1597	Iron	Alum	(I) 31.1 (E) 26.3	Fuel injection	2266	1479/1491
Mercury Capri 1.6L (91-94)	2	1853 * 1899 ** 1946	4 Cyl DOHC	78.0 x 83.6	1597	Iron	Alum	(I) 31.1 (E) 26.3	Fuel injection	2406	1479/1524
MGA 1500/1600 / 1622 Coupe & Roadster	1	1862	4 Cyl OHV	2.88 x 3.50 2.97 x 3.50 3.00 x 3.50	1469 1588 1622	Iron	Iron	(I) 1.63 (I) 1.57 (I) 1.50 (E) 1.44 (E) 1.35 (E) 1.28	(2) 1.5" or 1.75" SU or Stromberg	94.0	52.0 / 53.3
MGB & MGB-GT	1	2000	4 Cyl OHV	80.3 x 88.9 (3.16x3.50)	1798 (109.7)	Iron	Iron	(I) 39.9(1.57) (I) 41.4(1.63) (E)34.3(1.35)	(2) 1.75" SU or Stromberg	2311 (91.0)	1346/1351 (53.0/53.2)
Nissan/Datsun PL510	1	1891	4 Cyl SOHC	83.0 x 73.7	1595	Iron	Alum	(I) 44.2 (I) 41.9 (E) 35.3 (E) 33.0	(1) 40 DCN, DCNF, IDF w/ 36mm choke(s), (2) auto type side draft w/ 36mm choke(s) on I.R. manifold.	95.3	54.5 / 54.5
Nissan/Datsun SPL 311/311-U	1	1824	4 Cyl OHV	3.43 x 2.63	1595	Iron	Iron or Alum	(I) 1.86 (I) 1.66 (I) 1.69 (E) 1.47 (E) 1.38 (E) 1.26	(2) Auto type side draft 45mm max. throttle bore w/ 38mm choke(s) on I.R. manifold.	89.8	54.7 / 51.7
Opel GT	1	1900	4 Cyl OHV	93.0 x 69.9	1897	Iron	Iron	(I) 40.0 / 42.0 (E) 34.0	(1) 40 DCN, DCNF, IDF w/36mm choke(s), (2) auto type side draft w/36mm choke(s) on I.R. manifold, or fuel injection.	95.7	52.9 / 54.1

\* Alternate transmission w/ stock type syncros

\*\* Alternate transmission w/ non-stock type syncros (i.e. dog-ring)

<b>FP</b>	<b>Wheels (max)</b>	<b>Trans. Speeds</b>	<b>Brakes Std. (mm/(in.))</b>	<b>Brakes Alt.: mm/(in.)</b>	<b>Notes:</b>
Lotus Mk 46, 54, 65 Europa	13 x 7	4 or 5	(F) 229 (9.0) Disc (R) 203 (8.0) Drum	(F) 244 (9.6) Disc (R) 231 (9.1) Disc from twin cam	Renault R-16 (non-crossflow) cylinder head casting. Trunk mounted fuel cell is permitted. Any available transaxle with the same number of forward gears mounted in standard position.
Mazda 626 (84-87)	15 x 7	5	(F) 254 Solid Disc (R) 231 Drum		Comp. Ratio limited to 11.0:1 Valve lift limited to .450".
Mazda GLC / 323 (86-88)	14 x 7	4 or 5	(F) 238 Disc (R) 200 Drum		Comp. Ratio limited to 12.0:1. Valve lift (measured as raced - w/ lash): .500" max. Level 1 dry sump, connecting rods, intake manifold porting, crankshaft, rocker arms and cam followers.
Mazda Miata 1.6L (90-93)	15 x 7	5	Factory spec @ all 4 wheels		Comp. Ratio limited to 10.0:1, Valve lift limited to .390". OEM hardtop allowed. 1994 Mazda Miata (1840cc) differential housing permitted, part #'s MA0227600A and MA0327100A.
Mercury Capri 1.6L (91-94)	15 x 7	5	Factory spec @ all 4 wheels		Comp. Ratio limited to 10.0:1, Valve lift limited to .390".
MGA 1500/1600 / 1622 Coupe & Roadster	15 x 7	4	(F) 11.0 Disc (R) 10.0 Drum	(F) 10.0 Drum (F&R) 11.0 Disc	It is permitted to replace wood floor boards with metal. MGB intake manifold permitted. Cylinder block (3 main bearing) from MGB. MGB 18G/18GA series 3 main bearing crankshaft allowed.
MGB & MGB-GT	15 x 7	4	(F) 273 (10.8) Disc (R) 254 (10.0) Drum		17th 8152 (0.75") wheel cylinders, Alt. Manifold: Any individual runner manifold with runner length of 3.0-4.0" measured flange to flange. 4 speed gearbox w/o overdrive.
Nissan/Datsun PL510	15 x 7	4	(F) 9.1 Disc (R) 9.0 Drum	1977-78 Datsun 240/260/280Z front rotors and calipers and rear aluminum drums are permitted.	Allow any originally-delivered or superceding cylinder ead. Alternate cylinder head: P/N: 11041-V9182 casting #V912.
Nissan/Datsun SPL 311/311-U	15 x 7	4 or 5	(F) 11.2 Disc (R) 9.0 Drum		
Opel GT	13 x 7	4	(F) 247 Disc (R) 229 Drum	(F) 247 Vented Discs and calipers from Opel Omega / 75 Opel 1900 Ascona / Manta, kit # 91305079.	

FP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
Opel Manta (71-75)	1	1900	4 Cyl OHV	93.0 x 69.9	1897	Iron	Iron	(I) 40.0 / 42.0 (E) 34.0	(1) 40 DCN, DCNF IDF w/36mm choke(s), (2) auto type side draft w/36mm choke(s) on I.R. manifold, or fuel injection.	95.7	55.5 / 55.1
Porsche 356, A, C (1500, 1600)C (1600) SC,B, Super 90 Cabriolet	1	1920	4 Cyl OHV	3.25 x 2.91 3.15 x 2.91	1582 1488	Alum	Alum	(I) 1.58 (E) 1.34	(2) Zenith 32 NDIX, (2) Solex 32 PBIC, (2) Solex 40 PBIC, (2) Solex P II 4 or PJ54. 38mm choke(s) req'd.	82.7	55.0 / 53.7
Porsche 912 Coupe / Targa (-1969)	1	1950	4 Cyl OHV	3.25 x 2.91	1582	Alum	Alum	(I) 1.58 (E) 1.34	(2) Solex PII-4. 38mm chok(s) req'd.	87.0 or 89.2	57.5 / 56.2
Porsche 914-4	1	1970	4 Cyl OHV	90.0 x 66.0 93.0 x 66.0	1679 1795	Alum	Alum	(I) 1.55/1.65 (E) 1.30/1.34	(2) Solex 40 PII-4, (2) weber 40 IDF, (2) Del'Orto 40mm. 36mm choke(s) req'd.	96.5	56.5 / 58.2
Porsche 924 (76-84)	2	2200 * 2255 ** 2310	4 Cyl SOHC	86.5 x 84.4	1984	Iron	Alum	(I) 40.0 (E) 33.0	Fuel Injection	2400	1420 / 1392
Saab 900S (85-94)	2	Sedan: 2052 * 22103 ** 21155 Conv. 2147 * 2200 ** 2254	4 Cyl DOHC	90.0 x 78.0	1985	Iron	Alum	(I) 32.0 (E) 29.0	Fuel injection	2515	60.5 / 60.9
Saturn SL2/SC/SC2 (91-95)	2	2235 * 2291 ** 2347	4 Cyl DOHC	82.0 x 90.0	1901	Alum	Alum	(I) 32.3 (E) 27.4	Fuel Injection	2601 except 91-96 coupe: 2520	61.0 / 60.2
Sunbeam Alpine I, II, III, IV, V, & Harrington LeMans	1	1976	4 Cyl OHV	3.21 x 3.25 3.21 x 3.00 3.11 x 3.00	1725 1592 1494	Iron	Alum	(I) 1.50/1.48/ 1.43/1.44 (E) 1.21/1.18 1.17/1.18	(2) Zenith-Stromberg 150CD, (1) Solex 32 PAIA, (1) Zenith 36 WIP2	86.0	55.1 / 54.0
Suzuki Swift GT & GTi	1	1691	4 Cyl DOHC	2.91 x 2.97	1299	Alum	Alum	(I) 29.0 (E) 23.9	(1) 40 DCOE, (2) auto type side draft on I.R. manifold, 32mm choke(s) required, or fuel injection, alt. 52mm throttle body allowed.	89.3	58.4 / 57.4
Toyota Corolla 2TC (71-74)	1	1853	4 Cyl OHV	85.0 x 70.0	1588	Iron	Alum	(I) 41.9 (I) 41.0 (E) 36.0	(1) 40 DCN, DCNF, IDF, (2) auto type side draft w/ 36mm choke(s) on I.R. manifold.	91.9	54.5 / 55.5

\* Alternate transmission w/ stock type syncros

\*\* Alternate transmission w/ non-stock type syncros (i.e. dog-ring)

<b>FP</b>	<b>Wheels (max)</b>	<b>Trans. Speeds</b>	<b>Brakes Std. (mm/(in.))</b>	<b>Brakes Alt.: mm/(in.)</b>	<b>Notes:</b>
Opel Manta (71-75)	13 x 7	4	(F) 9.7 Disc (R) 9.0 Drum	(F) 247 Vented Discs and calipers from Opel Omega / 75 Opel 1900 Ascona / Manta, kit # 91305079.	
Porsche 356, A, C (1500,1600), C (1600) SC, B, Super 90 Cabriolet	15 x 7	4	(F) 10.8 Disc (R) 11.2 Disc	(F & R) 11.0 Drum # 64442095-60mm front brakes & vent backing plates	64451101018 - Alum front hood, 64451201018 - Alum rear hood, 64453100410 - Alum door, 64453100310 - Alum door. Cylinder barrels of alternate material are permitted.
Porsche 912 Coupe / Targa (-1969)	15 x 7	4 or 5	(F) 11.1 Disc (R) 11.2 Disc	901351 / 35240115 Vented Rotors	Cylinder barrels of alternate material are permitted.
Porsche 914-4	15 x 7	4 or 5	(F) 11.1 Disc (R) 11.2 Disc	914-6 calipers & rotors allowed. Front "M" calipers may be used on rear rotors.	Standard intake manifold: Porsche part #021 129 705N. Alternate manifolds with the same length and configuration (4-5¼" center line axis) are allowed. (i.e. Pierce manifold part # 99004.822. Top panel may remain in place is securley bolted or pinned. Cylinder barrels of alternate material are permitted.
Porsche 924 (76-84)	15 x 7	5	(F) 282 Vented Disc (R) 290 Solid Disc		Comp. Ratio limited to 10.5:1, Valve lift limited to .500".
Saab 900S (85-94)	15 x 7	5	(F) 276 Disc (R) 276.5 Disc		Comp. Ratio limited to 11.0:1 Valve lift limited to .380".
Saturn SL2/ SC.SC2 (91-95)	15 x 7	5	(F) 251 x 18 Vented Disc (R) 245 x 11 Solid Disc		Comp. Ratio limited to 11.0:1, Valve lift limited to .450".
Sunbeam Alpine I, II, III, IV, V, & Harrington LeMans	13 x 6	4	(F) 10.0 Disc (R) 9.0 Drum		Laycock overdrive (0.803)
Suzuki Swift GT & GTi	15 x 7	5	(F) 248 Disc (R) 237 Disc		"Dual Y" manifold required, no plenum or balance tubes.
Toyota Corolla 2TC (71-74)	15 x 7	4 or 5	(F) 229 Disc (R) 231 Drum	(F) 10.0 Solid Disc Rotors and Calipers from 73 Corona	

FP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
Toyota MR-2 1.6L (85-89)	2	2075 * 2127 ** 2179	4 Cyl DOHC	81.0 x 77.0	1587	Iron	Alum	(I) 30.7 (E) 26.0	Fuel injection	2320	1532/1532
Triumph Spitfire Mk.III	1	1730	4 Cyl OHV	2.90x2.992	1296	Iron	Iron	(I) 1.30 (E) 1.17	(2) 1.25" or 1.50" Stromberg or SU, (1) CDSE Stromberg, (1) 1.50" SU, maximum spacer block (isolator) length 1.25".	83.0	53.6 / 52.6
Triumph Spitfire Mk. IV & 1500	1	1296: 1730 1493: 1660	4 Cyl OHV	2.90x2.992 2.90 x 3.44	1296 1493	Iron	Iron	(E) 1.17 1296cc: (I) 1.30 1493cc: (I) 1.44	1296cc = (2) 1.25" or 1.50" SU or Stromberg, 1493cc = (1) 1.5" Stromberg type SU, (1) 1.5" SU, or (1) 1.75" SU	83.0	53.6 / 54.6
Turner 1500	1	1700	4 Cyl OHV	3.19 x 2.86	1498	Iron	Iron	(I) 1.45 (E) 1.20	(1) 28/36 DCD 22, 32/36 DGN, 36 DCNF w/30mm choke(s), (1) 40 DCNF w/ 30mm choke(s), (2) Weber DCOE on I.R. manifold w/ 30mm choke(s).	82.0	48.9 / 48.2
Volkswagen Golf 1.8 (85-92)	1	1950	4 Cyl SOHC	81.0 x 86.4 (3.19x3.40)	1780 (108.6)	Iron	Alum	(I) 40.0 / (1.57) (E) 33.0/(1.30)	(1) 40 DCN, DCNF, IDF w/ 36mm choke(s), (2) Auto-type sidedraft w/ 32mm choke(s) on I.R. manifold, or fuel injection.	2472 (97.3)	60.5 / 60.2
Volkswagen Golf III (93-98)	2	1995 * 2045 ** 2095	4 Cyl SOHC	82.5 x 92.8	1984	Iron	Alum	(I) 39.5 (E) 32.9	Fuel Injection	97.3	62.4 / 61.7
Volkswagen Jetta (includes GLI) (82-84)	1	1824	4 Cyl SOHC	79.5 x 86.4 (3.13x3.40) 81.0 x 86.4 (3.19x3.40)	1715 (104.6) 1780 (108.6)	Iron	Alum	1715: (I) 34.0 / (1.34) (E) 31.0/(1.22) 1780: (I) 40.0 / (1.57) (E) 33.0/(1.30)	(1) 40 DCN, DCNF, IDF w/ 38mm choke(s), (2) Auto-type sidedraft w/ 34mm choke(s) on I.R. manifold, or fuel injection.	2400 (94.5)	58.9 / 57.2
Volkswagen Jetta 1.8 (85-92)	1	1950	4 Cyl SOHC	81.0 x 86.4	1780	Iron	Alum	(I) 40.0 (E) 33.0	(1) 40 DCN, DCNF, IDF w/ 36mm choke(s), (2) Auto-type sidedraft w/ 32mm choke(s) on I.R. manifold, or fuel injection.	2472	60.5 / 60.2
Volkswagen Rabbit 1457/1471 (includes Cabriolet/Convertible)	1	1520	4 Cyl SOHC	76.5 x 80.0 79.5 x 73.4	1471 1457	Iron	Alum	(I) 40.0 (I) 34.0 (E) 33.0 (E) 31.0	(1) 40 DCN, DCNF, IDF w/ 32mm choke(s), or fuel injection.	94.5	58.9 / 57.2

\* Alternate transmission w/ stock type syncros

\*\* Alternate transmission w/ non-stock type syncros (i.e. dog-ring)

<b>FP</b>	<b>Wheels (max)</b>	<b>Trans. Speeds</b>	<b>Brakes Std. (mm/(in.))</b>	<b>Brakes Alt.: mm/(in.)</b>	<b>Notes:</b>
Toyota MR-2 1.6L (85-89)	15 x 7	5	Factory spec @ all 4 wheels		Comp. Ratio limited to 10.0:1, Valve lift limited to .400". Trunk mounted fuel cell with no larger capacity than stock is permitted. Can use stock fuel tank.
Triumph Spitfire Mk.III	13 x 6	4	(F) 9.0 Disc (R) 7.0 Drum	(F) 9.7 Disc (R) 8.0 Drum May use Triumph GT6 caliper as alternate front caliper.	Laycock "D" (0.802). NOTE: Roll cage for cars under 1500 lbs are acceptable for cars registered with SCCA before 4/1/82.
Triumph Spitfire Mk. IV & 1500	13 X 6	4	(F) 9.0 Disc (R) 7.0 Drum	(F) 9.7 Disc (R) 8.0 Drum May use Triumph GT6 caliper as alternate front caliper.	Parts may not be interchanged between two engine units, Laycock "D" (0.802). 1493cc may use (2) 1.25" SU carbs on 1296cc. manifold @ 1830 lbs. NOTE: Roll cage for cars under 1500 lbs are acceptable for cars registered with SCCA before 4/1/82.
Turner 1500	13 x 6	4	(F) 9.0 Disc (R) 8.5 Drum	(F) 9.7 Disc (Spitfire)	Hobbs mech-a-matic gearbox ratios: 1 = 3.78, 2 = 2.32, 3 = 1.46, 4 = 4.00. 125E crankshaft
Volkswagen Golf 1.8 (85-92)	15 x 7	5	(F) 239 (9.4) Disc (R) 180 x 30 (7.1 x 1.2) Drum	(F) 239 (9.4) Vented Disc (R) 239 (9.4) Disc	Original carbureted manifold or alternate manifold is permitted. VW cyl. head #026103351BF or #026103265HX permitted. Can use stock fuel tank if stock rear bumper and bumper support structure is retained.
Volkswagen Golf III (93-98)	15 x 7	5	(F) 257 Disc (R) 227 Disc		Comp. Ratio limited to 10.5:1 Valve lift limited to .450".
Volkswagen Jetta (includes GLI) (82-84)	15 x 7	5	(F) 239 (9.4) Disc (R) 180 x 30 (7.1 x 1.2) Drum	(F) 239 (9.4) Vented Disc	Intake manifold unrestricted w/ single downdraft carburetor. VW cyl. head #026103351BF or #026103265HX permitted.
Volkswagen Jetta 1.8 (85-92)	15 x 7	5	(F) 239 Disc (R) 180 x 30 Drum	(F) 239 Vented Disc (R) 239 Disc	Original carbureted manifold or alternate manifold is permitted. VW cyl. head #026103351BF or #026103265HX permitted. Can use stock fuel tank if stock rear bumper and bumper support structure is retained.
Volkswagen Rabbit 1457/1471 (includes Cabriolet/Convertible)	13 x 7	4 or 5	(F) 9.41 Disc (R) 7.86 x 1.57 Drum		Factory roll bar must be removed on Cabriolet. Intake manifold unrestricted with single downdraft carburetor. Only 1457cc engine may use fuel injection.

FP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
Volkswagen Rabbit 1588 (includes Cabriolet /Convertible)	1	1663	4 Cyl SOHC	79.5 x 80.0	1588	Iron	Alum	(I) 34.0 (I) 40.0 (E) 31.0 (E) 33.0	(1) 40 DCN, DCNF, IDF w/ 34mm choke(s), or (2) auto type side draft w/ 34mm choke(s) on I.R. manifold, or fuel injection, alternate throttle body w/ 1.381 primary and 2.051 secondary allowed.	94.5	58.9 / 57.2
Volkswagen Rabbit (includes Convertible) 1715 / 1780	1	1853	4 Cyl SOHC	79.5 x 86.4 (3.13x3.40) 81.0 x 86.4 (3.19x3.40)	1715 (104.6) 1780 (108.6)	Iron	Alum	see Jetta	(1) 40 DCN, DCNF, IDF w/ 38mm choke(s). (2) Auto-type sidedraft w/34mm choke(s) on I.R. manifold, or fuel injection.	2400 (94.5)	58.9 / 57.2
Volkswagen Scirocco 1457/1471	1	1520	4 Cyl SOHC	76.5 x 80.0 79.5 x 73.4	1471 1457	Iron	Alum	(I) 40.0 (I) 34.0 (E) 33.0 (E) 31.0	(1) 40 DCN, DCNF, IDF w/ 32mm choke(s), or fuel injection.	94.5	58.9 / 57.2
Volkswagen Scirocco 1588	1	1663	4 Cyl SOHC	79.5 x 80.0	1588	Iron	Alum	(I) 34.0 (E) 31.0	(1) 40 DCN, DCNF, IDF w/ 32mm choke(s), or (2) auto type side draft w/ 30mm choke(s) on I.R. manifold, or fuel injection, alternate throttle body w/ 1.381 primary and 2.051 secondary allowed.	94.5	58.9 / 57.2
Volkswagen Scirocco 1715 / 1780	1	1853	4 Cyl SOHC	79.5 x 86.4 (3.13x3.40) 81.0 x 86.4 (3.19x3.40)	1715 (104.6) 1780 (108.6)	Iron	Alum	see Jetta	(1) 40 DCN, DCNF, IDF w/ 38mm choke(s). (2) Auto-type sidedraft w/34mm choke(s) on I.R. manifold, or fuel injection.	2400 (94.5)	58.9 / 57.2
Volvo P-1800/ E/S /1800ES Sports Coupe	1	1995	4 Cyl OHV	3.31 x 3.15 3.50 x 3.15	1780 1982	Iron	Iron	(I) 1.57 / 1.65 / 1.73 (E) 1.38	(2) 1.75" SU, (2) 1.75" CDSE Stromberg, (2) 1.75" SU HS6	96.5	55.4 / 55.4
Volvo 142 / 142E	1	2150	4 Cyl OHV	88.9 x 80.0 (3.50x3.15)	1986 (121.1)	Iron	Iron	(I) 44.0 / (1.73) (E) 35.0/(1.38)	(2) Auto-type sidedraft w/ 32mm choke(s) on I.R. manifold, or fuel injection.	2616 (103.0)	1415/1415 (55.7/55.7)

\* Alternate transmission w/ stock type syncros

\*\* Alternate transmission w/ non-stock type syncros (i.e. dog-ring)

FP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Notes:
Volkswagen Rabbit 1588 (includes Cabriolet /Convertible)	13 x 7	4 or 5	(F) 9.41 Disc (R) 7.1 x 1.57 Drum		Intake manifold unrestricted with single down draft carburetor.
Volkswagen Rabbit (includes Convertible) 1715 / 1780	15 x 7	5	(F) 239 (9.4) Disc (R) 180 x 30 (7.1 x 1.2) Drum	(F) 239 (9.4) Vented Disc	Intake manifold unrestricted w/ single downdraft carburetor.
Volkswagen Scirocco 1457/1471	13 x 7	4 or 5	(F) 9.41 Disc (R) 7.1 x 1.19 Drum	Front calipers from 1980 Scirocco/Rabbit.	Intake manifold unrestricted with single down draft carburetor. Only 1457cc engine may use fuel injection.
Volkswagen Scirocco 1588	13 x 7	4 or 5	(F) 9.41 Disc (R) 7.1 x 1.19 Drum		Intake manifold unrestricted with single down draft carburetor.
Volkswagen Scirocco 1715 / 1780	15 x 7	5	(F) 239 (9.4) Disc (R) 180 x 30 (7.1 x 1.2) Drum	(F) 239 (9.4) Vented Disc	Intake manifold unrestricted w/ single downdraft carburetor.
Volvo P-1800/E/S /1800ES Sports Coupe	15 x 7	4	(F) 11.0 Disc (R) 9.0 Drum	(F) 10.7 Disc (R) 11.6 Disc	Allow B20-E engine assembly
Volvo 142 / 142E	15 x 7	5	(F) 272 (10.7) Disc (R) 295 (11.6) Disc		Bosch Fuel Injection

HP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/(in.)
Austin-Healey Sprite Mk I, II, III, IV MG Midget Mk I, II, III, IV (948)	1	1550	4 Cyl OHV	2.48 x 3.00	948	Iron	Iron 2A629 12A185 12G202	(I) 1.00 (E) 1.00 (I) 1.16	(2) 1.25" SU or Stromberg	80.0	50.2 / 48.7
Austin-Healey Sprite Mk I, II, III, IV MG Midget Mk I, II, III, IV & 1500	1/2 See Notes	1710	4 Cyl OHV	2.78 x 3.20	1275	Iron	Iron	(I) 1.31 (E) 1.16	(2) 1.25" SU w/ no modifications	80.0	50.2 / 48.7
Austin-Healey Sprite Mk I, II, III, IV MG Midget (ALL) (1275)	2	1575 * 1614 ** 1654	4 Cyl OHV	2.78 x 3.20	1275	Iron	Iron	(I) 1.31 (E) 1.16	(2) 1.25" SU w/ no modifications	80.0	50.2 / 48.7
Austin-Healey Sprite Mk I, II, III, IV MG Midget (ALL) (1098)	2	1425 * 1461 ** 1496	4 Cyl OHV	2.54 x 3.30	1098	Iron	Iron	(I) 1.22 (E) 1.00	(2) 1.25" SU w/ no modifications	80.0	50.2 / 48.7
Austin-Healey Sprite Mk.I, II, III, IV MG Midget Mk.I, II, III, IV, Midget 1500	1	1740	4 Cyl OHV	2.54 x 3.30	1098	Iron	Iron	(I) 1.31 (E) 1.16	(2) 1.25" SU or Stromberg, (2) 1.50" SU or Stromberg, (2) 1.25" SU or Stromberg w/ 34mm throttle plates on original intake manifold, maximum spacer block (isolator) length of 1.25".	80.0	50.2 / 48.7
BLMI Austin/Morris Mini-Cooper 1275	2	1415 * 1450 ** 1486	4 Cyl OHV	2.78 x 3.20	1275	Iron	Iron	(I) 1.406 (E) 1.219	(1) 1.75" SU side draft (2) 1.25" SU side drafts	80.2	53.0 / 53.0
BLMI Austin/Morris Mini Cooper	1/2 See Notes	1600	4 Cyl OHV	2.78 x 3.20	1275	Iron	Iron	(I) 1.31 (I) 1.406 (E) 1.16 (E) 1.219	(2) 1.25" SU w/ no modifications, (1) 1.75" SU	80.2	53.0 / 53.0
BMW 1600 (68-71)	2	1950 * 1999 ** 2048	4 Cyl OHV	84.0 x 71.0	1574	Iron	Alum	(I) 42.0 (E) 35.0	Carburetion	98.4	56.5 / 56.5
Fiat 124 Spider & Sport Coupe	1	2250	4 Cyl DOHC	3.15 x 2.81	1438	Iron	Alum	(I) 1.64 (E) 1.43	(1) Weber 34 DFH-1, Weber 34 DMSA-1, or 34 DMS 201.	89.9	56.7 / 55.4

\* Alternate transmission w/ stock type syncros

\*\* Alternate transmission w/ non-stock type syncros (i.e. dog-ring)

<b>HP</b>	<b>Wheels (max)</b>	<b>Trans. Speeds</b>	<b>Brakes Std. (mm/(in.))</b>	<b>Brakes Alt.: mm/(in.)</b>	<b>Notes:</b>
Austin-Healey Sprite Mk I, II, III, IV MG Midget Mk I, II, III, IV (948)	13 x 6	4	(F&R) 7.0 Drum	(F) 8.2 Disc (F) 9.12 Disc #208715, calipers: #27H, 27H-4651 (R) RH BTA 566, LH BTA567 backing plates (R)GWC1102 wheel cyls	Mk.III transmission case permitted. Battery tray may be removed. Mk.I Body modification: Behind drivers seat rear deck only, width of shoulder or seat, depth 6" max.
Austin-Healey Sprite Mk. I, II, III, IV MG Midget Mk I, II, III, IV & 1500	13 x 6	4	(F) 8.2 Disc (R) 7.0 Drum	(F) 9.12 Disc #208715, calipers: #27H, 27H-4651	Comp. Ratio limited to 11.0:1, Valve lift limited to .450". Drivetrain Level 2 preparation only. Listed spec line weight does not change with alternate or stock transmission. Battery tray may be removed.
Austin-Healey Sprite Mk. I, II, III, IV MG Midget (ALL) (1275)	13 x 6	4	Factory Spec @ all 4 wheels	(F) 9.12 Disc #208715, calipers: #27H, 27H-4651	Comp. Ratio limited to 11.0:1, Valve lift limited to .450".
Austin-Healey Sprite Mk.I, II, III, IV MG Midget (ALL) (1098)	13 x 6	4	Factory Spec @ all 4 wheels	(F) 9.12 Disc #208715, calipers: #27H, 27H-4651	Comp. Ratio limited to 11.0:1, Valve lift limited to .450".
Austin-Healey Sprite Mk.I, II, III, IV MG Midget Mk.I, II, III, IV, Midget 1500	13 x 6	4	(F) 8.2 Disc (R) 7.0 Drum	(F) 9.12 Disc #208715, Calipers: #27H, 27H-4651	Battery tray may be removed. Alt. crankshaft: Ferrous material, stock configuration & journal dimensions (no hollow core), max. undersize is 0.040". NOTE: Roll cage for cars under 1500 lbs are acceptable for cars registered with SCCA before 04/01/82.
BLMI Austin/Morris Mini-Cooper 1275	13 x 7	4	Factory Spec @ all 4 wheels		Comp. Ratio limited to 11.0:1, Valve lift limited to .450". Alternate intake manifold (#CAM-6618).
BLMI Austin/Morris Mini Cooper	13 x 6	4	(F) 8.4 Disc (R) 7.0 Drum		Comp. Ratio limited to 11.0:1, Valve lift limited to .450". Drivetrain Level 2 preparation only. Listed spec line weight does not change with alternate or stock transmission. Battery tray may be removed. Alternate intake manifold #CAM-6618.
BMW 1600 (68-71)	13 x 7	4	(F) 257 Disc (R) 232 Drum		Comp. Ratio limited to 11.0:1, Valve lift limited to .450". Factory 2bbl intake manifold from 2002 is permitted. (2) 40 DCOE sidedraft carbs w/ 30mm choke(s) permitted @ 2050 *2102 **2153.
Fiat 124 Spider & Sport Coupe	13 x 6.5	5	(F & R) 8.94 Disc	(F & R) 10.0 x .40 Disc (Lancia) Alt. rotor: #82346805.	

HP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/(in.)
Fiat 124 Sport Coupe	2	2055 * 2106 ** 2158	4 Cyl DOHC	80.0 x 79.3 80.0 x 80.0	1592 1608	Alum	Alum	(I) 41.7 (E) 36.3	(1) 40 DCNF w/ 32mm choke(s) req'd.	2281 or 2421	1441/1408
Fiat X-1/9 & Bertone 1500	2	1900 * 1948 ** 1995	4 Cyl SOHC	3.40 x 2.52	1498	Iron	Alum	(I) 1.43 (E) 1.31	(1) 32 DTMR or 32 DATRA, or fuel injection. (1) 40 DCNF w/ 32mm choke(s) req'd.	86.7	56.3 / 56.6
Fiat X-1/9 1300	2	1725 * 1768 ** 1811	4 Cyl SOHC	86.0 x 55.5	1290	Iron	Alum	(I) 1.43 (E) 1.23	(1) 32 DTMR or 32 DATRA. (1) 40 DCNF w/ 32mm choke(s) req'd.	86.7	56.3 / 56.6
Fiat X-1/9 1300	1	2115	4 Cyl SOHC	86.0 x 55.5	1290	Iron	Alum	(I) 1.43 (E) 1.23 (E) 1.21	(1) Weber 32 DMTR w/ 32mm primary & secondary throttle bores, (1) 32 DATRA/100 w/ 32mm primary & secondary throttle bores, (1) 40 DCNF w/ 32mm choke(s).	86.7	56.3 / 56.6
Fiat X-1/9 1500	1/2 See Notes	2070	4 Cyl SOHC	3.40 x 2.52	1498	Iron	Alum	(I) 1.43 (E) 1.31	(1) 40 DCNF w/ 32mm choke(s), (1) 32 DTMR or 32 DATRA, or fuel injection	86.7	56.3 / 56.6
Ford Escort / Mercury Lynx (81-84)	1	2190	4 Cyl SOHC	3.15 x 3.13	1589	Iron	Alum	(I) 42.0 (E) 37.0	(1) 40 DCN, DCNF, IDF w/ 32mmchoke(s), (2) auto type side draft w/ 28mm choke(s) on I.R. manifold	94.3	58.2 / 59.5
Ford EXP (81-84)	1	2190	4 Cyl SOHC	3.15 x 3.13	1589	Iron	Alum	(I) 42.0 (E) 37.0	(1) 40 DCN, DCNF, IDF w/ 32mmchoke(s), (2) auto type side draft w/ 28mm choke(s) on I.R. manifold	94.3	58.2 / 59.5
Ford Fiesta (78-80)	2	1775 * 1819 ** 1864	4 Cyl OHV	81.0 x 78.0	1598	Iron	Iron	(I) 1.41 (E) 1.24	(1) 40 DCN, (1) 40 DCNF, (1) 40 IDF	90.0	56.0 / 55.5
Ford Festiva (88-93)	2	1700 * 1743 ** 1785	4 Cyl SOHC	2.79 x 3.29	1324	Iron	Alum	(I) 32.0 (E) 28.0	Fuel injection or Carburetion.	90.2	60.1 / 59.5
Honda Civic	1	1920	4 Cyl OHV	72.0 x 76.0	1237	Iron	Alum	EB 1&2 (I) 34.0 (E) 30.0 EB 3 (I) 36.0 (E)32.0	(1) 40 DCN, DCNF, IDF w/ 25mm choke(s)	86.8	53.7 / 52.9

\* Alternate transmission w/ stock type syncros

\*\* Alternate transmission w/ non-stock type syncros (i.e. dog-ring)

HP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Notes:
Fiat 124 Sport Coupe	13 x 6.5	5	Factory Spec @ all 4 wheels		Comp. Ratio limited to 11.0:1, Valve lift limited to .425".
Fiat X-1/9 & Bertone 1500	13 x 6	5	Factory Spec @ all 4 wheels		Comp. Ratio limited to 11.0:1, Valve lift limited to .450". Fuel cell may be located in front trunk.
Fiat X-1/9 1300	13 x 6	4	Factory Spec @ all 4 wheels		Comp. Ratio limited to 11.0:1, Valve lift limited to .450". Fuel cell may be located in front trunk.
Fiat X-1/9 1300	13 x 6	4	(F & R) 8.94 Disc	(F & R) 10.0 x .40 Disc (Lancia)	5 speed transmission from new "FP" model. Top panels may remain in place if securely bolted or pinned. Alt. Crankshaft: #4292177. Engine hatch rain tray may be removed. Trunk mounted fuel cell allowed. Orientation of the alternate carburetor is unrestricted. The alternate carb adapter may not be thicker than 1.25 inches. The adapter may have a bore larger than the throttle bore of the approved alternate carburetor.
Fiat X-1/9 1500	13 x 6	5	(F&R) 227 Disc		Comp. Ratio limited to 11.0:1, Valve lift limited to .450". Drive train Level 2 preparation only. Listed spec line weight does not change with alternate or stock transmission. Fuel cell may be located in front trunk.
Ford Escort / Mercury Lynx (81-84)	13 x 7	4	(F) 9.3 Disc (R) 8.0 x 1.3 Drum		
Ford EXP (81-84)	13 x 7	4	(F) 9.3 Disc (R) 8.0 x 1.3 Drum		
Ford Fiesta (78-80)	13 x 7	4	(F) 8.7 Disc (R) 7.0 Drum		Comp. Ratio limited to 11.0:1, Valve lift limited to .450".
Ford Festiva (88-93)	13 x 7	4 or 5	(F) 8.62 Solid Disc (R) 6.69 Drum		Comp Ratio limited to 10.5:1. Valve lift limited to .450".
Honda Civic	13 x 6	4 or 5	(F) 9.0 Disc (R) 7.0 x 1.4 Drum	Brake Calipers: RF #45210-663-674 LF #45230-663-674	Orientation of the alternate carburetor is unrestricted. The alternate carburetor adaptor may not be thicker than 1.25". The adaptor may have a bore larger than the throttle bore of the approved alternate carburetor.

HP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/(in.)
Honda Civic/Si (84-87)	2	1850 * 1896 ** 1943	4 Cyl SOHC	74.0 x 86.5	1488	Alum	Alum	(I) 27.1 (E) 33.1	Fuel injection or Carburetion.	93.7	58.8 / 59.1
Honda Civic 1.5 (88-91)	2	1900 * 1948 ** 1995	4 Cyl SOHC	75.0 x 84.5	1493	Alum	Alum	(I) 29.0 (E) 25.0	Fuel injection	98.4	59.8 / 60.0
Honda CRX/Si (84-87)	2	1850 * 1896 ** 1943	4 Cyl SOHC	74.0 x 86.5	1488	Alum	Alum	(I) 27.1 (E) 33.1	Fuel injection or Carburetion.	86.6	58.5 / 59.1
Honda CRX 1.5 (88-91)	2	1900 * 1948 ** 1995	4 Cyl SOHC	75.0 x 84.5	1493	Alum	Alum	(I) 29.0 (E) 25.0	Fuel injection	90.6	59.8 / 60.0
Honda Fit (07-08)	2	1900 * 1948 ** 1995	4 Cyl SOHC	73.0 x 89.4	1497	Alum	Alum	(I) 27.65 (E) 23.15	Fuel Injection	96.5	61.5 / 61.3
Mazda GLC (FWD)	1	2075	4 Cyl SOHC	77.0 x 80.0	1490	Iron	Alum	(I) 36.0 (E) 31.0	(1) 40 DCN, DCNF, IDF w/ 32mm choke(s)	93.1	58.2 / 58.4
MGB & MGB-GT	2	2100 * 2153 ** 2205	4 Cyl OHV	3.16 x 3.50	1798	Iron	Iron	(I) 1.63 (E) 1.35	(2) 1.50" SU	91.0	53.0 / 53.2
Mini Cooper (02-05)	2	2080 * 2132 ** 2184	4 Cyl SOHC	77.0 x 85.8	1598	Iron	Alum	(I) 30.3 (E) 23.3	Fuel injection	97.1	61.6 / 61.9
Nissan/Datsun 1200	1	1660	4 Cyl OHV	73.0 x 76.0	1171	Iron	Alum	(I) 35.0 (E) 29.0	(1) 40 DCN, DCNF, IDF, 26mm choke(s) req'd.	90.6	53.5 / 51.5
Nissan/Datsun 210 (79-82)	2	1850 * 1896 ** 1943	4 Cyl OHV	76.0 x 77.0 76.0 x 82.0	1397 1488	Iron	Alum	(I) 37.2 (E) 30.0 (I) 35.0 (E) 30.0	(1) 40 DCNF, DCN, IDF w/ 28mm choke(s)	92.1	56.0 / 54.7
Nissan/Datsun 210 1.4	1	2050	4 Cyl OHV	76.0 x 77.0	1397	Iron	Alum	(I) 37.2 (E) 30.0	(1) 40 DCN, DCNF, IDF w/ 30mm choke(s), (2) auto type side draft w/ 30mm choke(s) on I.R. manifold.	92.1	56.0 / 54.7
Nissan/Datsun B-210 1.4	1	2050	4 Cyl OHV	76.0 x 77.0	1397	Iron	Alum	(I) 37.2 (E) 30.0	(1) 40 DCN, DCNF, IDF w/ 30mm choke(s), (2) auto type side draft w/ 30mm choke(s) on I.R. manifold.	92.1	52.7 / 51.5

\* Alternate transmission w/ stock type syncros

\*\* Alternate transmission w/ non-stock type syncros (i.e. dog-ring)

<b>HP</b>	<b>Wheels (max)</b>	<b>Trans. Speeds</b>	<b>Brakes Std. (mm/(in.))</b>	<b>Brakes Alt.: mm/(in.)</b>	<b>Notes:</b>
Honda Civic/Si (84-87)	13 x 6	5	(F) 231 Disc (R) 180 Drum		Comp. Ratio limited to 11.0:1, Valve lift limited to .390".
Honda Civic 1.5 (88-91)	13 x 6	5	(F) 231 Disc (R) 180 Drum		Comp. Ratio limited to 11.0:1, Valve lift limited to .390".
Honda CRX/Si (84-87)	13 x 6	5	(F) 231 Disc (R) 180 Drum		Comp. Ratio limited to 11.0:1, Valve lift limited to .390".
Honda CRX 1.5 (88-91)	13 x 6	5	(F) 231 Disc (R) 180 Drum		Comp. Ratio limited to 11.0:1, Valve lift limited to .390".
Honda Fit (07-08)	15 x 7	5	(F) 261.6 Vented Disc (R) 200.7 Drum		Comp. Ratio limited to 11.0:1, Valve lift limited to .390".
Mazda GLC (FWD)	13 x 7	5	(F) 8.9 Disc (R) 7.1 x 1.2 Drum		Orientation of the alternate carburetor is unrestricted.
MGB & MGB-GT	15 x 7	4	(F) 273 Disc (R) 254 Drum		Comp. Ratio limited to 11.0:1, Valve lift limited to .450".
Mini Cooper (02-05)	15 x 7	5	(F) 276 Vented Disc (R) 239 Solid Disc		Comp. Ratio limited to 10.6:1, Valve lift limited to .450".
Nissan/Datsun 1200	13 x 6	4	(F) 8.37 Disc (R) 8.0 x 1.38 Drum		Alternate differential assy: H165 The alternate carburetor adaptor may not be thicker than 1.25 inches. The adaptor may have a bore larger than the throttle bore of the approved alternate carburetr.
Nissan/Datsun 210 (79-82)	13 x 6	4 or 5	Factory Spec @ all 4 wheels		Comp. Ratio limited to 10.5:1, Valve lift limited to .450". Alternate differential assembly: H165.
Nissan/Datsum 210 1.4	13 x 6	4 or 5	(F) 9.65 Disc (R) 8.0 x 1.38 Drum	(F) 254 Vented Disc (R) 270 Solid Disc Discs and calipers from 80-83 200SX	Alternate differential assembly: H165.
Nissan/Datsun B-210 1.4	13 x 6	4 or 5	(F) 9.65 Disc (R) 8.0 x 1.38 Drum		Alternate differential assembly: H165.

HP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/(in.)
Nissan/Datsun PL510	2	1960 * 2009 ** 2058	4 Cyl SOHC	83.0 x 73.7	1595	Iron	Alum	(I) 41.9 (E) 33.0	(1) 40 DCN or DCNF. 32mm choke(s) req'd. or (1) 36mm DCNVH.	95.3	54.5 / 54.5
Opel GT	1	1595	4 Cyl OHV	2.95 x 2.40	1078	Iron		(I) 1.26 (E) 1.06	(2) Solex 35 PDSI-2	95.7	53.0 / 54.0
Porsche 914-4 (1.8L)	2	2150 * 2204 ** 2258	4 Cyl OHV	93.0 x 66.0	1795	Alum	Alum	(I) 40.9 (E) 34.0	Fuel injection	96.5	56.5 / 58.1
Renault Alliance 1.4	1	1935	4 Cyl OHV	76.0 x 77.0	1397	Iron	Alum	(I) 34.2 (E) 30.3	(1) 40 DCN, DCNF, IDF w / 32mm choke(s), or fuel injection	97.8	57.7 / 55.3
Renault Alliance / Encore 1.7 (84-87)	2	1800 * 1845 ** 1890	4 Cyl SOHC	81.0 x 83.5	1721	Iron	Alum	(I) 38.1 (E) 32.5	Fuel injection	97.8	58.7 / 56.3
Renault LeCar/R5 (76-82)	1	1990	4 Cyl OHV	76.0 x 77.0	1397	Iron	Alum	(I) 34.2 (E) 30.3	(1) 40 DCN, DCNF, IDF w / 32mm choke(s)	(L) 2433 (R) 2402	52.7 / 51.8
Suzuki Swift GA 1.3L (89-94)	2	1600 * 1640 ** 1680	4 Cyl SOHC	74.0 x 75.5	1298	Alum	Alum	(I) 36.0 (E) 30.0	Fuel injection	2265	58.4 / 57.4
Toyota Corolla (71-74)	2	1960 * 2009 ** 2058	4 Cyl OHV	85.0 x 70.0	1588	Iron	Alum	(I) 41.0 (E) 36.0	Carburetion	91.9	54.5 / 55.5
Triumph Spitfire Mk. I & II	1	1720	4 Cyl OHV	2.73 x 3.00	1147	Iron	Iron	(I) 1.30 (E) 1.15	(2) 1.25" SU or Stromberg	83.0	52.6 / 51.5
Triumph Spitfire	2	1665 * 1707 ** 1748	4 Cyl OHV	2.90x2.992	1296	Iron	Iron	(I) 1.30 (E) 1.17	Carburetion	83.0	53.6 / 52.6
Triumph Spitfire 1500	2	1665 * 1707 ** 1748	4 Cyl OHV	2.90 x 3.44	1493	Iron	Iron	(I) 1.44 (E) 1.17	Carburetion	83.0	53.6 / 54.6
Triumph Spitfire	1/2 See Notes	1810	4 Cyl OHV	2.90x2.992	1296	Iron	Iron	(I) 1.30 (E) 1.17	Carburetion	83.0	53.6 / 52.6

\* Alternate transmission w/ stock type syncros

\*\* Alternate transmission w/ non-stock type syncros (i.e. dog-ring)

HP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Notes:
Nissan/Datsun PL510	13 x 7	4	Factory Spec @ all 4 wheels		Comp. Ratio limited to 12.0:1, Valve lift limited to .450". (2) auto type side drafts w/ 30mm choke(s) allowed @ 2050 (*2101 **2153).
Opel GT	13 x 6.5	4	(F) 9.37 Disc (R) 7.87 Drum	(F) 9.6 Disc #90000182 (R) 9.6 Disc 9280751 Calipers (L) 90000183 (R) 90000184	
Porsche 914-4 (1.8L)	15 x 7	5	(F) 280 Disc (R) 282 Disc		Comp. Ratio limited to 10.5:1, Valve lift limited to .420". Cylinder barrels of alternate material are permitted.
Renault Alliance 1.4	13 x 6	5	(F) Disc (R) Drum		
Renault Alliance / Encore 1.7 (84-87)	15 x 7	5	Factory Spec @ all 4 wheels		Comp. Ratio limited to 10.5:1, Valve lift limited to .450".
Renault LeCar/R5 (76-82)	13 x 6	4	(F) 228 Disc (R) 180 Drum		
Suzuki Swift GA 1.3L (89-94)	13 x 7	5	Factory Spec @ all 4 wheels		Comp. Ratio limited to 11.0:1, Valve lift limited to .450".
Toyota Corolla (71-74)	13 x 7	4 or 5	(F) 229 Disc (R) 231 Drum		Comp. Ratio limited to 12.0:1, Valve lift limited to .450". (2) auto type side drafts w/ 30mm choke(s) allowed at 2050 (*2101 **2153).
Triumph Spitfire Mk. I & II	13 x 6	4	(F) 9.2 Disc (R) 7.0 Drum	(F) 9.7 Disc #213227 (R) 8.0 Drum Front Discs: Girling 14P, Calipers and mounting kit: #V734	NOTE: Roll cage for cars under 1500 lbs are acceptable for cars registered with SCCA before 04/01/82. Use of cylinder head casting #303014 is permitted @ 1730 lbs. Cylinder head casting numbers must be maintained.
Triumph Spitfire	13 x 6	4	Factory Spec @ all 4 wheels		Comp. Ratio limited to 11.0:1, Valve lift limited to .450".
Triumph Spitfire 1500	13 x 6	4	Factory Spec @ all 4 wheels		Comp. Ratio limited to 11.0:1, Valve lift limited to .450". Alternate intake manifold, Pierce #J15-1952 allowed.
Triumph Spitfire	13 x 6	4	(F) 9.0 Disc (R) 7.0 Drum	(F) 9.7 Disc (R) 8.0 Drum May use Triumph GT6 cali- per as alternate front.	Comp. Ratio limited to 11.0:1, Valve lift limited to .450". Drivetrain Level 2 preparation only. Listed spec line weight does not change with alternate or stock transmission. Battery tray may be removed.

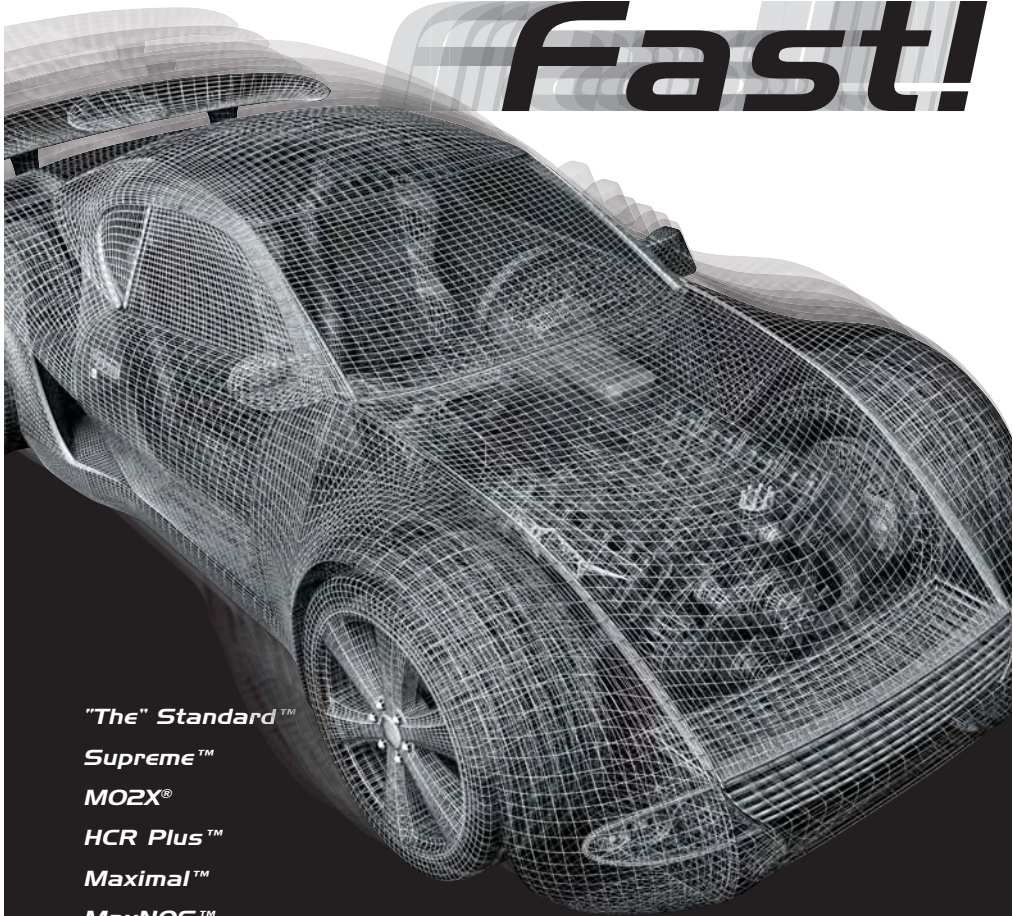
<b>HP</b>	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/(in.)
Volkswagen Golf (GTI, GT, GL)	2	2065 * 2117 ** 2168	4 Cyl SOHC	81.0 x 86.4	1780	Iron	Alum	(I) 40.0 (E) 33.0	Fuel injection	97.3	60.5 / 60.2
Volkswagen Jetta 1780 (85-91)	2	2065 * 2117 ** 2168	4 Cyl SOHC	81.0 x 86.4	1780	Iron	Alum	(I) 40.0 (E) 33.0	Fuel injection	97.3	60.5 / 60.2
Volkswagen Rabbit 1588 (includes Cabriolet / convertible)	2	1785 * 1830 ** 1874	4 Cyl SOHC	79.5 x 80.0	1588	Iron	Alum	(I) 34.0 (E) 31.0	(1) 40 DCN, DCNF, fuel injection. 32mm choke(s) req'd.	94.5	58.9 / 57.2
Volkswagen Rabbit 1715 (81-84) (excl. conv.)	2	1990 * 2040 ** 2090	4 Cyl SOHC	79.5 x 86.4	1715	Iron	Alum	(I) 34.0 (E) 31.0	Fuel injection	2401	58.9 / 57.2
Volkswagen Rabbit GTI 1780 (83-84)	2	2065 * 2117 ** 2168	4 Cyl SOHC	81.0 x 86.4	1780	Iron	Alum	(I) 40.0 (E) 33.0	Fuel injection	2401	58.9 / 57.2
Volkswagen Scirocco 1457/1471	2	1650 * 1691 ** 1733	4 Cyl SOHC	76.5 x 80.0 79.5 x 73.4	1471 1457	Iron	Alum	(I) 34.0 (E) 31.0	(1) 40 DCN, DCNF, IDF w/ 32mm choke(s), or fuel injection.	94.5	58.9 / 57.2
Volkswagen Scirocco 1588	2	1785 * 1830 ** 1874	4 Cyl SOHC	79.5 x 80.0	1588	Iron	Alum	(I) 34.0 (E) 31.0	(1) 40 DCN, DCNF, or fuel injection. 32mm choke(s) req'd.	94.5	58.9 / 57.2
Volkswagen Scirocco 1715 (81-84)	2	1990 * 2040 ** 2090	4 Cyl SOHC	79.5 x 86.4	1715	Iron	Alum	(I) 34.0 (E) 31.0	Fuel injection	2401	58.9 / 57.2
Volkswagen Scirocco 1780 (8-valve) (83-88)	2	2065 * 2117 ** 2168	4 Cyl SOHC	81.0 x 86.4	1780	Iron	Alum	(I) 40.0 (E) 33.0	Fuel injection	2401	58.9 / 57.2

\* Alternate transmission w/ stock type syncros

\*\* Alternate transmission w/ non-stock type syncros (i.e. dog-ring)

<b>HP</b>	<b>Wheels (max)</b>	<b>Trans. Speeds</b>	<b>Brakes Std. (mm/(in.))</b>	<b>Brakes Alt.: mm/(in.)</b>	<b>Notes:</b>
Volkswagen Golf (GTI, GT, GL)	15 x 7	5	(F) 239 Disc (R) 180 Drum		Comp. Ratio limited to 11.5:1, Valve lift limited to .420". Can use stock fuel tank if stock rear bumper and bumper support structure is retained.
Volkswagen Jetta 1780 (85-91)	15 x 7	5	(F) 239 Disc (R) 180 Drum		Comp. Ratio limited to 11.5:1, Valve lift limited to .420". Can use stock fuel tank if stock rear bumper and bumper support structure is retained.
Volkswagen Rabbit 1588 (includes Cabriolet / convertible)	13 x 7	4 or 5	Factory Spec @ all 4 wheels		Comp. Ratio limited to 11.5:1, Valve lift limited to .450".
Volkswagen Rabbit 1715 (81-84) (excl. conv.)	14 x 7	5	(F) 239 Disc (R) 180 Drum		Comp. Ratio limited to 11.5:1, Valve lift limited to .450".
Volkswagen Rabbit GTI 1780 (83-84)	15 x 7	5	(F) 239 Disc (R) 180 Drum		Comp. Ratio limited to 12.0:1, Valve lift limited to .420".
Volkswagen Scirocco 1457/1471	13 x 7	4 or 5	(F) 9.41 Disc (R) 7.1 x 1.19 Drum		Comp. Ratio limited to 11.5:1, Valve lift limited to .450". Only 1457cc engine may use fuel injection.
Volkswagen Scirocco 1588	13 x 7	4 or 5	Factory Spec @ all 4 wheels		Comp. Ratio limited to 11.5:1, Valve lift limited to .450".
Volkswagen Scirocco 1715 (81-84)	14 x 7	5	(F) 239 Disc (R) 180 Drum		Comp. Ratio limited to 11.5:1, Valve lift limited to .450".
Volkswagen Scirocco 1780 (8-valve) (83-88)	14 x 7	5	(F) 239 Disc (R) 180 Drum		Comp. Ratio limited to 12.0:1, Valve lift limited to .420".

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