



PRO-7 / PS7 Rules and Regulations

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Signifies recent changes

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PRO – 7 / PS-7
Road Race Series for 1979-1985 Mazda RX-7s

1. INTRODUCTION

The following rules are not guidelines for this class but an actual listing of allowed and required modifications. The only modifications are those specifically allowed. Any modifications not specifically allowed shall be prohibited. Some equipment is required to support the sponsors who have contributed to the year end points fund.

2. INTENT

The intent of the Pro-7 racing class is to provide an affordable racing series utilizing late model sports cars with limited modifications and spec components in order to provide close competition, limited expenses, and positive exposure.

The intent of *the PS-7* racing class is to provide a cost controlled for car builders to develop their skills through the use of allowed modifications. These modifications are meant to give the cars the maximum adjustably for the least amount of cost.

3. BODY STYLES

All 1979-1985 Mazda RX-7 cars are eligible except the GSL-SE.

4. MODIFICATION RULES - GENERAL

Other than those items specifically allowed by the rules, no other part or component may be modified, removed, or disabled. If there are any “questionable” or “gray” area modifications, the competitor should contact the NASA office for clarification before competition. [Note: *PS-7* class cars shall follow all Pro7 class rules unless specific *PS-7* class rules supercede the corresponding Pro7 class rules.

4.1. Replacement Parts

All cars, engines, and OEM parts must have been, offered for sale in the United States, by Mazda, for 1979-1985 RX7 models, with the following exception: No parts or components that were made exclusively for the RX7 GSL-SE model are allowed. Replacement parts must be OEM or others matching the OEM configuration.

4.2. Repairs (other than body panels)

Any part of the car may be repaired provided that the repair is done so that the part or structure is restored to the factory specifications AND must match the original undamaged part exactly with respect to all functional properties. For the purposes of this section, “functional” refers to all properties that are not exclusively cosmetic. Any “repair” that serves more than the intended purpose may be deemed illegal. For example, in repairing part of the unibody structure, panels are seam welded, not spot welded as in the original configuration. This could be deemed illegal.

5. SAFETY

5.1. Safety Requirements

All cars and drivers must conform to NASA's *Club Codes and Regulations* (CCR). Where different, the information in this publication supersedes the preceding publications.

5.2. Class safety

The Chief Scrutineer may exclude any car for any item that is deemed to be unsafe. The Event Director may exclude any car for any illegal or unsafe modifications.

5.3. Steering wheel lock

The steering wheel locks must be removed.

5.4. Drive shaft loops

All cars must use drive shaft loops to hold the drive shaft in case of a front U joint failure.

5.5. Sunroofs/moonroofs

Moonroofs (glass) must be removed and replaced with a sheetmetal piece securely covering the opening. A metal sunroof may be retained, but must be secured with extra fasteners or clips, either from the inside or the outside.

6. RULES/PROCEDURES

6.1. Engine claim rule

NASA wishes to discourage expensive purpose built racing motors. NASA, and only NASA, has the option of claiming any competitor's engine. A top legal motor should cost about \$1500. NASA will only claim a motor if it is suspected of having a significant performance edge.

The competitor shall be paid \$800 for the engine. The engine will be disassembled and inspected. If the engine is found to be legal, the engine parts will be sold via sealed bid. If the engine is found to be illegal, the competitor will be penalized. The offending parts will be removed and the engine parts sold via sealed bids. This ensures that the same driver can not buy back his mega dollar motor. All proceeds shall go into the year end points fund. The engine shall include the block only.

6.2. Data Acquisition Systems

Deleted. See CCR.

6.3. Non-compliance/Cheating Guidelines:

Cheating and non-compliance are not welcome and will be subject to harsh penalties. At first offense, there will be a two race disqualification for the previous two races. At second offense, there will be a loss of half of the season points, a two race suspension, and disqualification from the race. At third offense, there will be a loss of all season points and a four race suspension. The fourth offense will result in permanent ejection from the series.

After the third offense, the driver will be placed on probation for two years. While on probation, the driver's prizes will be withheld until the end of each season. If a driver completes a two year probation period successfully, he/she will be reinstated. In addition, loss of all season points shall be accompanied by a mandatory order to return all prizes, prize money, and trophies. In any case, a disqualification or suspension will result in zero points that can not be dropped.

6.4. Non conforming equipment

Any equipment which does not conform to the rules must have prior approval. For consideration, approval must be made, in writing, 30 days prior to date of competition. It is the intention of the class not to allow any modifications that would increase the cost of competition.

6.5. Pro-Novice group

Deleted.

6.6. Grid Format (Optional per event)

The Race Director reserves the right to make adjustments in the grid order. For example, field inverts or partial inverts could be done, or the top "x" qualifiers may be put into the top "x" grid spots in random order using a lottery draw.

6.7. Adding Weight (Optional per Region)

The weight minimums will be increased for those cars that finish in the top three. Each race weekend, the top three finishers of each race will have to add 25 pounds, 20 pounds, and 15 pounds for each first, second, and third (respectively) to the weight minimum for the duration of the following event (day or weekend). Each weekend's finishing order will determine the weights for the next event.

6.8. Body Contact / Body Damage

All drivers involved in body contact, no matter how slight, must report to impound immediately following that

on-track session. All body damage must be fixed within thirty days of the incident. If a competitor fails to adequately fix the damage in the required time, he /she will be allowed to race, however no points will be awarded. If the competitor fails to fix the damage for the following event, after being warned, then he /she will not be allowed to race. Note: The "30 day fix" rule is applicable to damage done at a NASA event. Cars damaged elsewhere must be repaired and pass the 50/50 rule before the driver will be allowed on track (the time allowance does not apply).

7. MODIFICATIONS

7.1. Allowed components

Limited production components and/or prototypes are not allowed.

7.2. Appearance requirements

7.2.1. All cars must have the required number panels on the front edge of the doors, provided by NASA, and 4 inch tall numbers on the front of the car and on 4 inch tall numbers on the bottom of the rear window. If NASA can not supply the competitor with a number panel, numbers meeting the CCR must be used on the sides.

7.2.2. All decals required by the organizers and sponsors must be displayed in their appropriate positions. No decals from any company, organization, or manufacturer may be displayed that conflicts with any series sponsors. Cars must appear at the event with virtually no visible body damage or primer (see rule #6.8). Cars may be painted in any color(s) or combination of colors. No tinted windows allowed other than OEM tints.

7.3. Body and structures

7.3.1. Fenders must be stock. Interior lips can be rolled for tire clearance. Plastic interior wheel opening panels may be removed. The top of the fender well, where the camber plates mount, must be located reasonably within factory tolerances.

7.3.2. A front spoiler may be added provided it is not lower than the lowest part of the rim. It may not protrude beyond the overall outline of the body when viewed from above perpendicular to the ground. This outline includes bumpers or bumper mounts. The spoiler may not extend any higher than four inches above the horizontal centerline of the front hubs. It shall not cover the grill opening below the bumper. Openings in the front spoiler are permitted to duct air to the brakes, radiator, cooler, etc.

7.3.3. Windshield clips are allowed and recommended.

7.3.4. Hood and trunk pins may be fitted. Stock hood latches may be replaced with clips. The car must be run with hood, doors, and trunk completely closed and securely latched.

7.3.5. All chassis and structure repair must be done as close as possible to the factory specifications AND match the original configuration. No additional frame /chassis / structural strengthening is allowed. Body repair must maintain stock contours.

7.3.6. The stock engine undertray may be removed.

7.3.7. Openings to duct air to the brakes, radiator, cooler, etc. may be cut in the lower valance (the plastic (vinyl) panel below the front bumper). A maximum area of 18 square inches may be cut out, not counting any stock openings.

7.3.8. Undercoating may be removed.

7.3.9. Removal of all four side marker lights and associated assemblies is permitted. Additionally, the front turn signal indicators and their associated assemblies may be removed. All holes created by the removal of these light assemblies may remain open, or may be used for air ducting, so long as nothing protrudes beyond the body, or the outer portion of the bumper.

7.4. Interior

7.4.1. The driver's seat and/or the passenger's seat may be replaced with any other seat.

7.4.2. Any steering wheel may be used other than wooden units.

7.4.3. Any shift knob may be used.

7.4.4. Gauges may be replaced or added. The dashboard pad must remain intact.

7.4.5. Any interior or exterior mirrors may be used.

7.4.6. Rear seats, sun visors and their hardware, carpeting, insulation, headliner, interior lamp and mounts, radio and speakers, rear side panels that cover rear shocks, and sunroof hold down straps may be removed. Floor mats, spare tire, tools, floor jack, etc. must be removed. Rear storage bins and supports, rear carpet support behind front seats on the 1979-1980 RX7 models, rear plastic piece covering the tail lights may be removed.

7.4.7. The following pieces may be removed and if removed they must be removed in their entirety: Interior door panels, passenger seat, center console, heater controls, knobs, switches. The center console is the section between the two seats attached to the floor. The wiring harness may be removed (all or in part) or modified in any way provided that it serves no other purpose than to carry electrical current. All holes resulting from removing the aforementioned pieces must be covered by panels made of sheetmetal, carbon fiber, or other similar material in good appearance. This includes holes left in the dash and the doors. All such gutting must be done with keeping a nice appearance in mind (i.e. no tape covering the hole in the dash).

7.4.8. The heater core, blower fan and motor, and all associated heater / defroster components may be removed, but none may be modified.

7.4.9 The interior of the car may be "gutted" by removing all interior parts. The door panel rule (7.4.7) still applies. Sheet metal may not be removed or modified, except as per the CCR.

7.4.10 All door glass and window operating mechanisms may be removed. No sheet metal from the inner door skin may be removed unless utilizing NASCAR style door bars per the CCR.

7.5. Ballast

7.5.1 For Pro7 and PS-7 class cars ballast is allowed anywhere inside the body work of the car. Ballast must be securely fastened. Securely fastened means adequate bolts, brackets, large "fender washers," locking nut system, and proper hardware sufficient enough to minimize the risk of coming loose upon impact. Failure to properly secure ballast will result in very harsh penalties, and a minimum of a \$50 fine. Each ballast piece may not be taller than three inches or stacked higher than three inches.

7.6. Wheel studs

Wheel studs and lugnuts are unrestricted, but must be made of steel. They may not be smaller than the stock size.

7.7. Alternators

The alternator must be working and will be tested and must be charging according to the manufacturer's specifications. Any type of a cut out switch for the alternator is prohibited, other than the main master switch. Any modifications, or additions made to the electrical system that causes the alternator to function improperly are illegal. Additionally, alternators may be impounded for load testing, and are required to pass. Alternators can go bad from time to time, so it is the competitor's responsibility to ensure that their alternator will be working properly while on track, as well as in impound.

7.8. Required parts for 79-80 cars

The following parts are required to be used from 1981-1985 cars:

Intake manifold, carburetor, and exhaust manifold. Complete front Mac Pherson strut assembly including, but not limited to, the brake rotors and calipers.

PS-7 cars: Any RX7 intake manifold and carburetor from a 1979-1985 RX7 may be used.

7.9. Weight

Minimum weight of cars is 2,400 lbs. with driver at all times.

7.10. Engine

The engines used in the NASA Pro-7 series cars must be Mazda 12A rotary engines. The engine must be from a 1979-1985 US model RX7. No internal engine modifications are allowed. No pinned rotors are allowed. Stock apex seals must be used.

7.11. V-belt pulleys

All pulleys, such as water pump and alternators, must be stock Mazda RX7 12A units and conform to Pro7 Rule #4 (General Modifications). The crankshaft pulley may be optionally changed to Mazda Competition's part # 0000-01-7201.

7.12. Balance/Blueprint

Balancing and blueprinting is allowed. Lightening of parts beyond the minimum required to balance is prohibited.

7.13. Lubrication

Oil pans, windage trays, oil lines, and filters are unrestricted. A pressure accumulator such as an Accusump may be used. Any lines that pass through the passenger compartment must be metal or metal braided except for oil pressure line (see CCR). All lines must be securely fastened and safely routed. No dry sump systems may be used. The stock oil pressure regulator spring may not be modified, however it may be shimmed in order to increase oil pressure. Alternatively, the oil pressure regulator may be replaced with Mazda part number N3A1-14230 (1993 turbo part). If the alternative part is used, no modifications may be made to it.

7.14. Catch tanks

All engine breathers and coolant overflow lines must vent to a catch tank of at least one liter capacity.

7.15. Carburetor

7.15.1. The stock 4 barrel carburetor from a 1981-1985 must be used.

7.15.2. Deleted

7.15.3. A float bowl baffle may be added.

7.15.4. The spring for the vacuum secondary is unrestricted. The secondary throttle blades must open in the conventional manner actuated by engine vacuum only (no mechanical assistance).

7.15.5. Choke mechanisms, plates, rods, and actuating cables and/or rods may be removed.

7.15.6. No venturi shall be modified in anyway, but they may be aligned. Booster venturies (a.k.a. secondary venturies, diffusers) must sit flush within the carburetor base. Raising the booster venturies is not allowed.

7.15.7. No removal or alteration of the airhorn is allowed.

7.15.8. Throttle linkage maybe modified or changed.

7.15.9. The carburetor insulator and gasket assembly may not be modified, except that the vacuum inlets may be capped and the heat shield may be cut off.

7.15.10. All air entering the intake manifold must pass through the carburetor air inlet only.

7.15.11. Extra throttle return springs are strongly recommended.

7.15.12 All class cars may modify or replace any carburetor jets, needles, needle valves, and metering rods.

7.16. Fuel

Only 100% petroleum based pump gas or race gas such as 76 Racing Gas is allowed. No other fuel additives are allowed.

7.17. Fuel system

Fuel pumps, filters, and lines and hoses are unrestricted except maximum I.D. of fuel lines/hoses is 3/8 inch. Any fuel lines that pass through the interior must be metal or metal braided. The carburetor fuel inlet fitting may be modified only for the addition of an "AN" fitting. Fuel pumps may not be mounted inside the passenger

compartment. All lines must be securely fastened and safely routed. Any fuel pressure regulator may be used.

7.18. Intake manifold

The intake manifold must be a Mazda factory carbureted unit with no modifications. Vacuum fittings may be plugged. Pro7: only 1981-1985 units are allowed.

7.19. Smog equipment

All smog equipment may be removed including the catalytic converter. Any equipment not removed must either be disabled or left to function as originally intended by the manufacturer. All disconnected ports and holes must be plugged. The shutter valve may be wired open, but may not be modified in any other way. The external shutter valve actuator assembly may be removed.

7.20. Air cleaner

7.20.1 The stock air cleaner may be modified or replaced with any other air cleaner housing and air filter that fits without illegally modifications to other parts. No stub stacks may be used. A fresh air intake hose may be routed to the air cleaner horn, provided that no holes are cut in the body or firewall. A hole may be cut in the right side of the radiator support for the fresh air intake.

7.21. Ignition

7.21.1 All ignition components must be stock. Any coil that fits in the stock bracket may be used. Any spark plugs and ignition wires may be used. Modifications to, or removal of, any stock internal distributor part is permitted, however no additional parts may be added. Distributor re-curving is allowed using any stock parts or by modify stock parts.

7.21.2 PS-7 class cars may change the firing order. Modifications to, or removal of, any stock internal distributor part is permitted, however no additional parts may be added. Distributor re-curving is allowed using any stock parts or by modify stock parts.

7.22. Battery

7.22.1 The battery must remain in the stock location. The battery must be a "Group" (or type) 24 or 24F and must not be modified. The battery must be securely held with a metal battery hold down. The positive battery terminal shall be covered. The positive terminal on the solenoid shall be covered.

7.22.2 PS-7 class cars may use any commercially manufactured lead/acid automobile battery providing that it weighs at least 28 lbs. and it is capable of starting the car.

7.22.3 PS-7 class cars may mount the battery anywhere in the car provided that all cockpit mounted batteries are securely mounted inside a fully enclosed marine type case. The mount must meet all of the rules listed in this publication and in the *Club Codes and Regulations* (CCR) that pertain to battery mounting.

7.23. Exhaust

7.23.1 The catalytic converter may be removed and the exhaust pipe aft of the exhaust manifold may be replaced with a single pipe, 2.5" O.D. maximum. The term "exhaust pipe" includes the tail pipe. The exhaust must exit behind the driver, directed away from the car. Any size exhaust pipe may be used aft of the rear axle. Mufflers are optional, however a muffler may be required to meet sound regulations. The stock 1981-1985 Mazda exhaust manifold must be used.

7.23.2 PS-7 class cars may use any header, and may use any exhaust pipe size providing that it exits behind the driver. The NASA administration reserves the right to outlaw certain headers should one present itself with a considerable advantage and a significant cost increase.

7.24. Cooling

Any radiator may be used provided it fits in the stock location and requires no body or structure modifications to install. Fans may be removed or added. Thermostats are optional and unrestricted. A/C systems may be removed. Oil coolers may be added. The heater core may be bypassed or removed.

7.25. Clutch

Any clutch disc and an all-steel pressure plate of the stock diameter may be used provided that they bolt directly to an unmodified flywheel. Multiple disc clutches are prohibited.

7.26. Flywheel

Any Mazda OEM 12A steel flywheel may be used. Flywheels may not be modified.

7.27. Transmission

Any stock transmission from a 1979-1985 RX-7 may be used. Transmissions may not be modified. Shifters may be modified or may be replaced by installing short throw shifters such as sold by Racing Beat.

7.28. Differential

7.28.1 The differential must be the stock unit. Optionally, all cars may use the GSL rear axle. Gear ratios must be 3.909:1 or 3.93:1. Differentials may be fully locked (welded) or use the stock Mazda limited slip. Stock Mazda limited slip differentials may be re-shimmed using any shims solely for the purpose of preloading the clutch discs. Electronically controlled traction control devices are prohibited.

7.28.2 PS-7 class cars may change the final drive ratio (up to a limit of 4.44:1) by using any ring and pinion gears that fit into the stock differential housing.

7.29. Driveshaft and U-Joints

The drive shaft must remain stock or OEM replacement. The replacement driveshaft must meet OEM specifications for size, weight, and material. Any replacement U-joints may be used provided that they serve no other purpose, and remain in the stock location. No extra U-joints may be added. The driveshaft may be modified to accommodate replaceable U-joints.

7.30. Wheels/Tires

7.30.1 The wheels must be 13 inches in diameter and a maximum of 5.5 inches wide with the stock offset. Tire and wheel assembly must weigh a minimum of 28 pounds. Tire size is 185/60-13 (required spec part Pro7).

7.30.2 PS-7 cars may run any one-piece, non-magnesium rim up to a maximum diameter of 15 inches and a maximum width of 7 inches. Wheel spacers may be used. Any offset may be used, however no portion of the tire tread may stick out from under the fenders.

The only tires that are permitted are the following Toyo RA-1 sizes: 185/60-13, 205/60-13, 205/50-15. All tires must be purchased from the specified vendor.

7.31. Brakes

7.31.1 All cars must use the 1981-1985 model rotors in the front. Brake pads, linings, and fluid are unrestricted (unless otherwise specified). Brake lines may be replaced with metal braided lines. Backing plates may be removed or modified. Any adjustable proportioning valves may be used to limit pressure. The original proportioning valve may be removed if an adjustable one is installed. Under no circumstances shall the stock proportioning valve be modified. The master cylinder and brake booster must be stock and unmodified, except that the residual pressure valve may be removed from the drum brake master cylinder. The vacuum booster vacuum line may be disconnected. Parking brakes may be removed along with the associated mechanisms. Air ducts may be directed at the brakes. Duct openings must conform to body rule 7.3.7. and front spoiler rule 7.3.2. Liquid cooling is prohibited, except as provided by rule 7.31.2. ABS braking systems are prohibited. Solid rear discs from a GSL model may be fitted.

7.31.2. A water brake cooling system may be designed using only stock Mazda RX7 (originally sold in the U.S.) windshield washer system parts. Any hose lines and nozzles may be used. This section does not allow for any modifications of any parts except the windshield washer bottle, pump motor, and associated assemblies. No modifications may be made to any brake part or caliber.

7.32. Suspension

7.32.1. Mac Pherson struts may be modified to fit a 2.5 inch I.D. spring and threaded adjuster (provided as a spec part). Bump stops are unrestricted but must have a maximum height of 2 inches. Camber/caster plates are allowed (must use spec part when specified). They must be mounted under the existing sheet metal and no modifications are allowed other than to mount the plate and allow clearance under the center hole.

7.32.1.1 Maximum front camber is not specified. However no modifications or repairs are allowed that provide the competitor with the opportunity to gain more front camber that is possible to attain by the afforded legal adjustments.

7.32.1.2 Measurements may be taken between various points on the body and suspension to ascertain conformance with the factory configuration. This includes the distance between the fender wells. Any part of the car that is found to be out of factory configuration may be deemed illegal, whether the variance was caused by damage or not (see Pro7 Rule # 7.32.3).

7.32.1.3 Damaged (or bent) structures and suspension components are illegal (except for damage caused in the most recent session of the current event). The damage must be repaired or the part must be replaced before the next on-track session, unless the damage can not be fixed at the track AND has been reported to, and cleared for competition by, the Race Director. In any case all damaged (or bent) structures and suspension components must be fixed before participating in future events. Failure to do so will be deemed use of illegal parts.

7.32.2. Up to one inch of the base of the strut tower tube may be welded to ensure that it does not pull out of the spindle base.

7.32.3. Front lower control arm and strut rod bushings must be replaced by the spec concentric urethane bushings only (see spec part sheet). PS-7 class cars replace bushing with any other bushings (not bearings, unless otherwise specified).

7.32.4. Rear Watts linkage may not be modified. PS-7 class cars may remove the Watts linkage. PS-7 class cars may add a pan-hard rod for the sole purpose of diminishing lateral movement of the rear end.

7.32.5. The leading mount of the lower rear trailing arms on the 84-85 models may be relocated 19mm (center to center) higher to emulate the 79-83 models.

7.32.6. Front and rear springs may be cut to any length providing that the car still meets any and all ground clearance specifications.

7.32.7. No modifications to the rear axle housing are allowed. However, up to 1.0 degrees negative camber will be allowed for factory defects and / or bending from on-track incidences and / or errors in the measuring device. If a competitor is found to have more than 1.0 degrees negative camber on a rear wheel, he / she will be disallowed his / her qualifying or finishing position by being repositioned to last place. Repeat offenders will suffer more harsh penalties. The Race Director reserves the right to increase or decrease the penalties as he / she sees fit. Notes: Measurements taken in impound will be official, therefore the competitors are encouraged to have their cars checked with the Scrutineer's official measuring device before competition. The intent of allowing up to 1.0 degrees of negative camber is not meant to encourage teams to bend their rear axles, rather to account for all the factors that could cause the gauge to read over 1.0 degrees. This includes the margin of error in the gauge and the procedures. Let this serve as notice to all competitors, that some leeway will be allowed when determining the legality of rear camber. This rule is the leeway. Measurements reading 1.1 degrees and higher are considered past the legal limit.

7.3.2.8. PS-7 class cars may install any stress bar (Monte Carlo bar) listed on the spec part sheet.

7.33. Fasteners

Fasteners are unrestricted provided they serve the same function as originally intended. Welds are not considered fasteners for the purposes of this section. Gaskets are unrestricted provided they serve the same function as originally intended. Any fastener that secures any butterfly plate(s) in the carburetor or manifold

must match the OEM configuration for length, size, thread, and type. Bolts holding the front sway bars end links may not be lengthened or shortened, however washers may be added and spacers may be lengthened or shortened.

7.34. Updating/Backdating

Cars may update/backdate components (i.e. a 1979 car may use 1984 body panels). Switching of components is only permitted within cars of the same make, model, body type, and engine size (i.e. no parts made exclusively for a GSL-SE). GSL and non-GSL models can be considered the same model for the purposes of this section.

8. REQUIRED VENDORS

8.1. Spec parts purchase

All spec parts must be purchased through the following vendors to be eligible for prize money (unless labeled “optional”). Any car missing a required spec part may be deemed illegal. A large portion of the purchase price of the spec parts will be placed into the points fund. **Consult spec list for exact part numbers of the required parts.**

8.2. Required components

These suppliers are the sole source for certain required components.

- Ground Control, 530-677-8600
Suspension components
- NASA, 510-232-NASA
- *AMB Timing & Scoring transmitters (obtained through NASA)*
- AIM, 800-578-2071
Toyo tires.

8.3. Optional Components

These suppliers are recommended but are not required.

- I/O Port, 800-949-5712
Autopower safety equipment
- Mazda Competition, 800-435-2508
Mazda Parts
- www.speedtoys.com, 408-757-9001, Contact Jeff Mohler
Brake pads and fluid

RX7 PARTS LIST (Required unless noted)			
SUSPENSION			
<u>Component</u>	<u>manufacturer</u>	<u>part no.</u>	<u>supplier</u>
Front sway bar	Ground Control	RX7118F	Ground Control
Rear adj. Sway bar (optional)	Eibach	TBA	Ground Control
4 adjustable shocks	Tokico	F: BZ1069 or BZ1086 or TZ1069* R: BE2317	Ground Control

4 non adj shocks	Tokico	F: HZ1069 or HZ1086	Ground Control
		R: HE2317	
Camber plates	Ground Control	RX7CCP	Ground Control
Front springs	Eibach	700.250.0275 or 700.250.0300 or 700.250.0325 or 700.250.0350	Ground Control
Rear springs	Eibach	900.500.0150 or 900.500.0175	Ground Control
Front bushings	Energy Suspension	11-3101G, 11-7101G	Ground Control
Front coilover spring kit	Ground Control	RX7CO	Ground Control
Front brake pads	Mazda Comp/Hawk	0000-03-7106-H3	Mazda Comp
Rear brake pads	Mazda Comp/Hawk	0000-03-7116-H3	Mazda Comp
* non adjustable race shock			
MISC.			
Tires	Toyo/AIM	Proxes RA1 185/60-13	AIM
Roll cage (optional)	Autopower	83591 bolt-in	I/O Port
Roll cage (optional)	Autopower	60591 weld-in	I/O Port
Number decal	Fast Signs, SF	ABCDE	NASA
Crankshaft pulley (optional)	Mazda Comp	0000-01-7201	Mazda Comp
1-Additional muffling may be required at certain tracks			