

**Sports Car Club of America (SCCA)  
Washington DC Region (WDCR)  
Mid Atlantic Road Racing Series (MARRS)**

## **SRX7 (SPEC-7) RULES, JAN 1, 2008**

### **Make of car - Mazda RX-7 1981-1985 12A Engine**

#### **Preparation Rules**

SCCA Showroom stock, except for the following optional or specifically allowed modifications. SRX7 racecars must use either stock or "OEM" replacement parts except where specified. The only modifications allowed are those listed below. The following items may not be modified, detailed or massaged in any way: carburetor, intake manifold, spark plugs, drive pulleys, distributor, transmission, exhaust manifold, engine block, intake and exhaust ports, rotors, or moving parts.

#### **Required Equipment / Preparation**

**ROLL-CAGE** - Autopower bolt-in roll-cage, Part# 83591. Floor plates and sleeves may be welded to the bars and two additional uprights may be added between the driver's door bars. These bars must meet GCR specs. Plates no larger than 100 square inches and no thicker than 1/4" may be welded to the floor under the base plates of the cage. An additional bar of the same size as the main hoop may be added between the rear driver's side vertical bar and the diagonal support bar that runs from the top of the rear hoop to the bottom of the passenger side rear vertical bar. This is in addition to the required horizontal bar as per the GCR. The purpose of this bar is for mounting of safety harness shoulder straps.

**TIRES** - Toyo Proxes RA-1, size 205/60R13 86V is the only tire allowed. Tire treatments of any kind may not be used.

**IGNITION KILL SWITCH** - Must be added as per GCR 9.3.33.

**SEATS** - The driver's seat shall be replaced with a one-piece bucket-type race seat. The driver's seat mounting shall be reinforced per GCR section 9.3.40. Factory seat tracks/brackets may be modified, reinforced, or removed to facilitate replacement mountings, provided the replacements perform no other function. The driver's seat and installation must comply with the current GCR. The passenger seat, seat tracks/brackets, and seat belts/belt mechanisms may be removed in their entirety or replaced with a race-type seat and safety harness.

#### **Optional Equipment / Preparation**

**WHEELS** - Stock or after market wheels up to 13"x7".

**SHOCKS** - Tokico High Performance Gas, non-adjustable. Front Part# HZ1069 Rear Part# HE2317.

**SWAY BARS** - TMC Front 1 1/8", Part# CSM4018, or Racing Beat Front, Part# 14100. In the rear you may use the TMC 3/4" bar Part# 4112, the stock bar, or no bar at all.

**SPRINGS Front & Rear** - TMC "Street/Race" springs. Part# CSM400 or Racing Beat Part#, 14018 (front) and 14019 (rear).

**AIR FILTER** - K&N Part # E-2700 air cleaner element may be substituted for the stock type.

**FRONT CONTROL ARM BUSHING** - Suspension Techniques part# 11-3101.

**FRONT STRUT ROD BUSHING** - Suspension Techniques part# 11-7101.

**STEERING WHEEL** – Steering wheel locks must be disabled per GCR 9.3.41. Any GCR-compliant steering wheel and quick release kit may be used.

**INSTRUMENTATION** - The stock instrumentation must be retained but any instrumentation may be added.

**MOTOR AND TRANSMISSION MOUNTS** – Motor and transmission mounts must be stock or OE replacement. MAZDASPEED Motorsports Motor Mounts (part# 4352-39-040) and MAZDASPEED Motorsports Transmission Mount (part# 4352-39-340) may be used in place of stock or OE.

**HEATER CORE** - Heater core may be bypassed by plugging heater hose lines or fittings.

### **GENERAL SPECIFICATIONS**

**MINIMUM GROUND CLEARANCE** - 5 inches, to be measured at the lowest point of the rocker panel, but not to include welded seams.

**MINIMUM WEIGHT** - 2530 with driver. Ballast may be added but it must be securely fastened to the floor under the passenger seat or in the passenger foot well.

**MAXIMUM FRONT CAMBER** – Maximum negative camber of one and one-quarter (1-1/4) degrees.

**MAXIMUM TIRE TRACK** - Tire tread cannot protrude beyond the fender opening when viewed from the top perpendicular to the ground.

### **ADDITIONAL RULES FOR SPEC RX-7 RACECARS JAN. 1, 2008**

- 1. INTERIOR** - No gutting is permitted. The radio/stereo, speakers, carpeting, padding over the rear wheels, the rear storage boxes, and storage box frames may be removed. Center console may be removed. Headliner may be removed. All other interior items must remain in place. Door panels may be modified for roll cage clearance, but not removed. Air vents in the dashboard may be modified or removed for roll bar clearance. Interior rear view mirror may be removed and replaced with an after market mirror of any type. Shifter handles only may be replaced with an after market handle. Brake, Clutch, and Gas Pedal non-slip covers may be added, stock rubber pads only may be removed.
- 2. EXTERIOR** - Any paint scheme or markings meeting GCR section 9 specifications are permitted. Mirrors are free but must use the stock location. Fenders and wheel openings shall remain unmodified. It is permitted to roll under or flatten any interior lip on the wheel opening for tire clearance. Emblems and side moldings may be removed. Hood pins and windshield clips may be added. The radio antenna may be removed.
- 3. ENGINE** - Any spark plug wire, engine and drive train lubricants may be used. Only Mazda recommended spark plugs may be used. Spark plugs must be listed in an official 1981 - 1985 Mazda workshop manual to be approved. Standard factory or OEM crush washer must be used with all spark plugs. Ignition coils may be replaced with any coil that will fit in the stock location. Any radiator may be used, provided it can be mounted in the

original location and requires no body or structure modifications. The stock fan and fan clutch may be removed or modified. A single electric fan may be used for radiator cooling if the stock fan is removed. The electric fan assembly (including fan and shroud) must not exceed the dimensions of the radiator. The stock fan shroud may be removed. 1983 and later RX-7s may use the earlier oil coolers. Any oil cooler of the same dimensions as the stock cooler or smaller may be used. Screens of one-fourth (1/4) inch minimum mesh may be mounted in front of the radiator and/or oil cooler and contained within the bodywork. The air inlet to the radiator may be sealed with caulk or tape. Stainless steel lines may be used for oil and fuel lines. Engine timing is free. Air conditioning and cruise control components may be removed. The cold start system may be removed. The factory hot start system must remain in place and functional. Any automotive-type 12-Volt battery that fits in the stock location may be used. The minimum weight of the battery when wet and fully functional is 23 lbs, not including cables and connectors. The minimum dimensions for the battery are 6.5 in H x 5 in W x 7 in L. The factory battery perch must remain unmodified except for the addition of bracket attachment points. Any bracket may be used to secure the battery.

4. **EXHAUST** - The stock exhaust manifold must be used and must remain unmodified. Exhaust after the manifold is free but must exit behind driver and meet sound requirements. Stock pre-converters may be removed or hollowed out or removed. The catalytic converter may be removed. Exhaust heat shields may be removed.
5. **DRIVETRAIN** - Clutches are free provided they bolt onto the stock flywheel. Standard models with rear drum brakes may replace the rear end assembly with a GSL rear end with disc brakes and limited slip. The rear end ratio must be the stock 3.90. A locked or welded rear is not permitted. The stock wheel lug bolts may be replaced with studs and nuts.
6. **BRAKES** - Any brake pad is allowed as long as it fits the stock caliper. Braided steel lines may be used. Adjustable brake bias valves may be used. Front brake dust shields may be modified or removed. Air ducts may be fitted to the brakes, provided that they extend in a forward direction only, and that no changes are made in the body/structure for their use. The plastic panel in front of the wheel may be removed or modified for brake cooling. A single duct of 3" maximum diameter may be routed on each side.
7. **SUSPENSION** - Upper strut mounting holes may be slotted for increased camber. Urethane front control arm and strut rod bushings may be used. The front and rear bump stops may be modified or removed. Front and rear sway-bar bushings including end-links may be replaced with urethane bushings. Spacers may be added to the coil springs for weight balancing. Springs may be cut to adjust ride height. Springs may be attached to the spring perches to prevent movement. A strut brace may be added only between the two front strut towers.
8. **UPDATING & BACKDATING** - Any 1981 - 1985 part or assembly may be interchanged except where the part or assembly is specific to the 13B model. Engines are considered to be an assembly and must be exchanged as complete units. No interchange of internal components within an assembly is permitted.
9. **FUEL SYSTEM** - The stock fuel tank may be replaced with a fuel cell that is no more than 16 gallons and no less than 15 gallons. The fuel cell shall be mounted in the stock location. Additional reinforcement may be added to support the fuel cell, but such reinforcement

shall not attach to the roll cage. The floor pan may be modified for installation. See GCR Section 9.3.26 for requirements. If a fuel cell is installed in place of the stock fuel tank, the stock fuel filler neck may be removed. OEM rubber fuel lines may be replaced with stainless steel lines. Fuel lines may not be insulated. Fuel lines must remain as configured by the factory; one supply line and one return line. The return line must have the factory check valve in the stock location and direction. Fuel pump and pressure regulator are free. Replacement fuel pump must be mounted within 12" of the original. Fuel filters are free. Fuel pressure for both stock and non-stock fuel systems must be regulated for a supply pressure of 2.0-3.0 PSI as measured at the carburetor. All cars must be equipped with a fuel sampling port that meets GCR fuel sampling requirements and that can also be used to accurately measure fuel pressure at the carburetor. The competitor will supply a hose when requested by tech inspectors that connects to the fuel sampling port and terminates in a 5/16" diameter fuel line for adapting to a 5/16" barbed fitting.

- 10. EMISSIONS SYSTEM** – Anything performing an exclusively emissions related function may be removed. The stock phenolic carburetor to intake manifold spacer shall not be removed or modified. The charcoal canister shall remain and be unmodified. Removal of the shutter valve from the intake manifold is permitted. Any resulting holes must be sealed. A block off plate may be used in place of the air control valve. If not removed, emissions control devices shall not be modified. If the air pump is removed, Racing Beat double sheave alternator pulley (part #11479) is allowed and recommended.

## **11. SRX7 CLASS ADMINISTRATION POLICY 2008 SEASON**

**Class Fees: Each SRX7 Driver who competes in any MARRS series race will pay to the class administrator a fee of \$20 per season. This fee will be used to pay for a workers lunch and administrative expenses. The balance, if any, will be used to pay SRX7 class administration cost. Any leftover funds will be donated to the WDCR SCCA worker fund for use as the regional management shall see fit.**

The SRX7 class is designed as a self-policing class, as nearly as is possible, within the general SCCA framework. It is the objective of these administrative rules to provide written procedures by which the revised 11-10-2002 class is to be administered and regulated. These rules are approved by a majority of the SRX7 owners and can be modified as outlined below.

### **Voting**

1. Changes to the SRX7 rules may occur by one of the following:
  - A. When specifically ruled upon by the SCCA as a mandatory change.
  - B. When such change is agreed to by at least 75% of the current SRX7 owners present at the annual SRX7 meeting or
  - C. When 50% of ballots mailed to all SRX7 owners from the administrator have been returned, with 75% voting in favor.

NOTE: Current SRX7 car owners must have a logbook, active SCCA competition license, have competed in a minimum of 2 SRX-7 MARRS races the previous year, and have their name and address on file with the current class administrator in order to vote.

### **Administrator**

2. The SRX7 owners shall elect by a majority of those present at the annual SRX7 meeting or when 50% of ballots mailed to all SRX7 owners from the administrator have been returned, with 75% voting in favor, an Administrator who will;
  - A. Convene and preside over a meeting or determine what items are placed on the balloting of the SRX7 owners at the end of the season for the purpose of establishing rules for the following season. Any SRX7 driver eligible to vote may place an additional item on the ballot by individually submitting the exact wording of each proposed rule change, each with the signatures of 10 eligible voters on a rule change petition. The original petition must be submitted to the class administrator by October 1 of the year preceding the year the rule will be effective.
  - B. Administer the rules and regulations of the class.
  - C. Participate as a witness in mechanical protests, as required.
  - D. Relinquish his office if so demanded by 75% of the current SRX7 owners.
  - E. Serve as the SCCA WDCR MARRS SRX7 Drivers representative.

### **Assistant Administrator**

3. The SRX7 owners shall elect, by simple majority of those present at the annual SRX7 meeting or when 50% of the ballots mailed to all SRX7 owners from the administrator have been returned, with 75% voting in favor, an assistant SRX7 Administrator who will;
  - A. Assist the SRX7 Administrator and the Technical Administrator in the witnessing of protests and administration of the class.
  - B. Relinquish his office if so demanded by 75% of the current SRX7 owners.

### **Technical Administrator(s)**

4. The SRX7 Administrator shall appoint an SRX7 Technical Administrator (Inspector) and Assistant SRX7 Technical Administrators (Assistant Inspector) from among the SRX7 owners, who shall serve at the pleasure of the Administrator and who will:
  - A. Inspect each new vehicle presented as an SRX7 to certify its initial compliance, and conduct inspections of any SRX7 at any time as may be deemed necessary by the rules or the class administrator.
  - B. Assist the stewards with any mechanical protests.
  - C. Keep a logbook with information on all cars including SCCA logbook number, annual

inspection, and any rule violations.

- D. Relinquish his office if so demanded by 75% of the current SRX7 owners.

### **Mechanical Protests**

5. The following rules will apply to protests in the SRX7 class:

- A. All protests shall be handled as per the GCR, Section 8.3.3.
- B. If the alleged infraction is of the SRX7 rules, a protest will be made in writing, with proper bond, specifying which section of the SRX7 rules is alleged to have been violated and signed by the designated protest representative (DPR). The DPR shall represent all the protesting drivers on the protest form and post the bond monies. The bond may be split among the protestors but must be posted by the DPR no later than 60 minutes prior to the race. It shall be addressed to the SRX7 Administrator on an SCCA protest form.
- C. The SRX7 Administrator, in conjunction with the SRX7 Technical Administrator, shall assist the Stewards in adjudicating the protest. The parties to the protest, DPR, and Protested Driver shall agree on who will do the tear down. In the event the parties cannot agree, the Class Administrator will appoint a mechanic for tear down.
- D. The following is a list of bonds for various teardowns;
  - 1. Intake manifold - \$100
  - 2. Exhaust system inspection - \$50
  - 3. Carburetor - \$200
  - 4. Clutch / flywheel - \$250
  - 5. Transmission - \$900
  - 6. Rear end - \$150
  - 7. Engine tear down - \$1200 (Note: this bond assumes engine removal and disassembly)
  - 8. Front strut inspection - \$100
  - 9. Intake, Exhaust port check - \$200

Parties involved in the teardown are responsible for their own travel and/or towing to impound/tear down location. The bond will be used solely to pay the mechanic for the tear down and reassembly. Only the mechanic designated may receive money from the bond. The Class Administrator and/or Technical Inspector shall determine the bond for any tear down inspection not listed above.

- E. The inspection and/or disassembly shall be conducted under the supervision of the Stewards and the Class Administrator(s). They shall determine which portions of the inspection and/or disassembly, if any, may be observed, and by whom. Any additional item(s) found during the inspection shall be submitted to the Class Administrator for action.
- F. If no infraction is found, the bond money shall be forfeited to the protested car owner and used to pay for the tear down. Any balances remaining shall be the property of the car owner. In the event that the bond amount does not cover all expenses the Class Administrator shall determine how the bond amount shall be allocated. If the protest is well founded the bond money shall be returned to the protestor. In the event that the bond amount does not cover all expenses the Class Administrator shall determine how the bond amount shall be allocated. Additionally a well-founded protest may result in any of the following actions:
  - 1. The Chief Steward and the Chief of Timing and Scoring will be notified and directed that NO MARRS POINTS or trophies be awarded to the protested driver for the event.
  - 2. Forfeiture of all previously obtained points and disqualification from the class for the remainder of the season can be imposed.
- G. If either the SRX7 Administrator, Assistant Administrator or Technical Administrator is determined to be the protestor or protested party in a protest, they shall relinquish their judicial responsibility. The remaining officer(s) shall appoint a knowledgeable alternate from within the SRX7 class.
- H. All protests shall be ruled upon as quickly as is practical.

## **Inspections**

6. Each SRX7 must be presented for annual tech inspection before its first MARRS race of the season. Competitors are responsible for finding an official empowered to perform a tech inspection before the qualifying session before its first MARRS race of the season. All SRX7s are subject to visual tech inspection at any and all times. Refusal of an entrant or driver of a protested car to allow inspection under the terms of the SRX7 rules and specifications shall result in immediate disqualification as stated in paragraph 10 below.
7. There will be a post race visual inspection of the top finishing position SRX7's at impound by the Class Administrator, and/or Assistant Class Administrator, and/or Technical Inspector. The number of top finishing positions to be inspected is at the discretion of the Class Administrator or his designate. If any infractions are found the car and driver will be disqualified as stated in paragraph 10 below.
8. After qualifying or the qualifying race, at the Administrator's choice, the top 3 qualifying cars will undergo a visual inspection. All violations will be noted in the SRX7 class tech logbook. Minor non-performance related infractions would be required to be fixed before the next MARRS race weekend. Performance related violations will be required to be repaired before the race and qualifying times shall be forfeited. Any repeat violation will result in disqualification as stated in paragraph 10 below. Should the repairs not be made before the race, the competitor may be allowed to race but will not receive any points or trophies as stated in paragraph 10 below.
9. The top three finishers from the previous MARRS race (except at the first MARRS season race) must weigh immediately after qualifying and bring the weight slip to the class administrator who will post the weights for public view. The Class Administrator and/or Assistant Class Administrator shall witness the weigh-in of the cars after qualifying. In the event that one of the class officers is a top three finisher from the previous race, another SRX7 driver shall witness the weighing of the cars. This witnessing shall be arranged before qualifying by the Class Administrator. Drivers who do not conform to this rule or whom are underweight will forfeit their qualifying times.
10. In the event a car, driver, or entrant is found in violation of inspection rules 6 through 9 above, the Class Administrator and/or Assistant Class Administrator and/or Technical Inspector shall take the following administrative actions:
  1. The Chief of Timing and Scoring will be notified and directed that NO MARRS POINTS or trophies be awarded to the disqualified driver for the event.
  2. Forfeiture of all previously obtained points and disqualification from the class for the remainder of the season can be imposed at the discretion of the Class Administrator or his designate.

If the SRX-7 Administrator, Assistant Administrator, or Technical Administrator is determined to be in violation of the above inspection rules, they shall relinquish their judicial responsibility. The remaining officer(s) shall appoint a knowledgeable alternate from within the SRX7 class. All such administrative actions shall be ruled upon as quickly as is practical.

## **For more information contact:**

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