

1978 EDITION
(Abridged to Sports Racer Section)



GENERAL COMPETITION RULES

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3. SCCA SPORTS RACING CATEGORY

3.1 The SCCA Sports Racing Category shall be for automobiles which are designed and constructed for road racing competition, offering provisions for driver and a passenger, or driver alone (single seater). They shall conform to the following requirements.

Sports Racing Category cars built prior to January 1, 1966 need not comply with the minimum cockpit width dimensions specified herein, but must comply with all other requirements.

Cars conforming to the three liter or five liter 1978 Can Am specifications may compete in Class ASR.

3.2 **Classification** — Cars with reciprocating piston engines of two or four cycles shall be classified according to engine displacement as follows:

A — Over 2000 cc

B — Over 1300 cc and below or equal to 2000 cc

C —

Size	Type	Induction
over 850 cc and below or equal to 1300 cc	more than 2 valves per cylinder or 2-cycle	free
up to 1450 cc	OHC crossflow	carburetors only
up to 1615 cc	Pushrod non-cross- flow Pushrod crossflow OHC non-cross- flow	carburetors only
up to 1615 cc	OHC crossflow	32 mm Venturis— individual runner intake manifolds (4)—no plenum— no balance pipes

C Sports Racing engines over 1300 cc may be modified as provided for in the current Class B and C Sedan rules,

except that both the bore and crank shaft stroke are free providing the appropriate specified displacement limit is not exceeded. The induction restriction on the 1615 cc overhead cam crossflow still applies. Turbocharging is prohibited.

All engines in class C over 1300 cc must be derived from cars listed as eligible for the SCCA Production or Sedan Category.

D — Below or equal to 850 cc

Supplementary Regulations for an event or series of events may provide for combining any of these classes.

Supercharged cars shall be classified according to their displacement times a factor of 1.4.

Rotary Piston Engines:

Cars with rotary piston engines covered by the NSU-Wankel patents shall be classified on the basis of a piston displacement equivalent of twice the volume determined by the difference between the maximum and minimum capacity of the working chamber.

Other Designs:

Turbine- and steam-powered engines are prohibited.

3.3 Self Starter

Cars shall be equipped with an automatic self starter and on-board power supply.

3.4 Brakes

These cars shall be equipped with a dual braking system operated by a single control. In case of a leak or failure at any point in the system, effective braking power shall be maintained on at least two wheels.

A separate hand brake (emergency brake) is not required.

3.5 Coachwork

All parts of the car licked by the air stream and situated above a plane passing through the center of the wheel hubs.

All external parts of the car which extend above the highest point of either the front or rear wheels (with tires) with the exception of units definitely associated with the functioning of the engine or transmission and the roll bar or roll cage.

Coachwork shall provide comfort and safety for driver and a passenger. All elements of the coachwork shall be completely and neatly designed and finished, with no temporary or makeshift elements. The body shall cover all mechanical components, except that the intake and exhaust may protrude.

Any specific part of the car which has an aerodynamic influence on the stability of the vehicle must be mounted on the entirely sprung part of the car and shall be firmly fixed while the car is in motion.

Neither the safety roll bar, roll cage or any of the units associated with the functioning of the engine or transmission shall have an aerodynamic effect by creating a vertical thrust.

All external projections swinging in a horizontal plane shall have a minimum radius of 1.5 cm. The leading edge of any aerofoil fixed to the front of the car shall not be sharp.

No part of the coachwork, with the exception of the safety roll bar and engine induction system intake(s), shall exceed a height of 115 cm (45'') above the ground with car in normal racing trim, driver aboard.

The maximum width of the coachwork, including all aerodynamic devices, shall not exceed 210 cm (82.68 inches). The minimum width of the coachwork anywhere immediately aft of the front wheels and immediately forward of the rear wheels (normal tire clearance allowed) shall not extend inward beyond a vertical plane connecting the centerlines of the front and rear tires.

The maximum overall length shall be 485.3 cm (195'').

A. Two Seaters

1. Cockpit and seats—

Coachwork shall provide comfort and safety for both driver and a passenger.

There shall be seats of equal dimension and comfort for the driver and a passenger equally disposed on each side of the longitudinal axis of the car. Seats shall be firmly attached in the car, but may provide for adjustment for the size of the occupant.

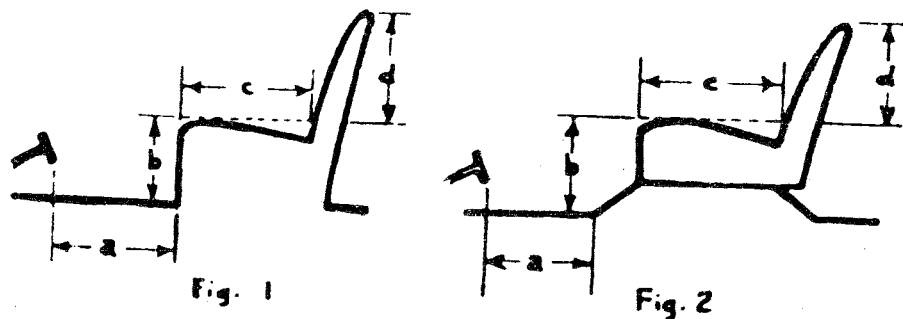
The windscreen and body surrounding the driver and

passenger compartment shall be symmetrical about the longitudinal axis of the car.

The passenger's space and seat shall remain usable throughout the competition and shall not be encroached upon by any element of the car or equipment except as provided in these Rules.

Driver and passenger space shall satisfy the following minimum dimensions:

— The inside minimum width of the compartment shall be 40 inches measured at the immediate rear of the steering wheel hub and at right angles to the longitudinal axis of the car, and must be unobstructed and maintained at least 10 inches in a vertical plane. Seats must fulfill the following minimum dimensions:



a is always measured horizontally and parallel to the longitudinal axis of the chassis, between two vertical planes perpendicular to the longitudinal axis and defining from front to rear the open space on a level where such measurement is taken.

For the driver's seat, **a** is measured on the floor level, or at the bottom of any recess if need be, from the perpendicular of the furthest pedal in the position of rest.

For the passenger seat, the measurement is taken at a height of eight inches above the floor, or at the bottom of the recesses, if need be.

In case of movable seats it is forbidden to alter the position of any seat while the car is being measured.

b is measured vertically from the rear of **a** to the horizontal plane tangent to the highest part of the cushion as shown on the drawings.

c is measured, in the horizontal plane defined above from the upper end of **b**, parallel to **a**, and tangent to the foremost point of back of seats.

The arrangement of the body must be such that:

$$a+b+c = 43 \text{ inches minimum}$$

The minimum width for the foot space for each person must be 10 inches measured at right angles to the longitudinal axis of the chassis.

2. Windscreen —

All cars shall be equipped with a windscreen constructed of transparent material which shall provide equal and adequate protection for both the driver and passenger at all speeds. Windshield wipers are not required. The windscreen shall be symmetrical about the longitudinal axis of the car when viewed from above.

3. Visibility —

Coachwork shall provide visibility for driver and passenger forward and to both sides adequate to racing conditions. Rear view mirror(s) shall provide driver visibility to the rear of both sides of the car.

B. Single Seaters—

1. Single seat Formula car chassis (Ex FB, FC, FF, FV and FSV) fitted with enclosed bodies (as specified in these rules) may run in the Sports Racing class (BSR, CSR, DSR) appropriate for their engine displacement and GCR Appendix A, 3.2. The ex Formula car chassis need not have any former engine(s) fitted. Converted cars will maintain their former SCCA registered vehicle number. Each converted car will have a new vehicle log book (with new pictures); however, the former log book will be securely attached to the new log book. This procedure will enable race officials and

scrutineers to identify a Single Seat Sports Racer as formerly having been a bonafide Formula car. These rules make no provision for specially built single seat Sports Racing cars to compete in this category in 1978. It is anticipated that various data to include maximum and minimum dimensions and weights, aerodynamics, cool air ducting, external configurations, etc., will be gleaned from the single seaters that appear in 1978. This data, coupled with member response, will be used to provide a basis for 1979 single seater specifications, from which constructors can design and build brand new cars. Furthermore, it is anticipated new cars will be required to have roll cages and approved fuel cells.

2. The coachwork as viewed from the side and from above must cover all mechanical components except that the intake and exhaust may be exposed.
3. The drivers seat must be capable of being entered without the removal or manipulation of any part or panel. The cockpit opening must comply with the following minimum dimensions:
Length: 60 cm (23.622'')
Width: 45 cm (17.717'') maintained over 30 cm (11.811'') from the most rearward point of the seat backrest toward the front.
4. Coachwork shall provide visibility for the driver forward and to both sides adequate to racing conditions.
5. A windscreen of transparent material, fitted to or part of the coachwork, shall protect the driver from wind blast and airborne debris when the car is moving in a forward direction. It is not required that the driver look through the windscreen when seated in normal racing position.
6. Rearview mirror(s) shall provide the driver visibility to the rear of both sides of the car.
7. The following minimum weights are imposed upon single seat Sports Racers (fuel and driver not included):
BSR — 1320 pounds

CSR — 1210 pounds

DSR — 880 pounds

Cars may have ballast added in order to reach these minimum weights.

3.6 General

a. Bulkheads and Tanks—

Fuel tanks shall be isolated by means of bulkheads and so vented that in case of spillage, leakage, or a failure of the tank, fuel and fumes will not pass into the driver or engine compartment or around any part of the exhaust system. No part of any oil or water tank shall be exposed to any part of the driver and passenger compartment. Safety fuel cells specifically approved by the SCCA (Ref.: Appendix X) are highly recommended in all cars.

b. Fenders—

Fenders shall be firmly attached to the coachwork with no gap between body and fender. Fenders shall be placed above the tires and shall cover them effectively by surrounding at least one third of their circumference. Expanded metal or screen is not considered to be an effective covering. The rear of each fender shall not be higher than a horizontal line passing through the axis of the wheel. The width of each fender shall extend beyond the side of the tires when the wheels are parallel to the longitudinal axis of the car. In case the fenders constitute a part of the body or are partly overhung by the structure of the body, the combination of fenders and body, or the body alone, shall meet the above requirements. Regardless, the area to the rear of the tire must be covered down to a horizontal plane passing through the axis of the wheel and to the full width of the fenders.

c. Loss of Coachwork—

All major body components such as front and rear hoods, fenders, doors, and windscreen must be maintained in normal position throughout an event.

d. Ventilation Slots—

Louvered ventilation slots are permitted. When ventilation slots are viewed 90 degrees from the surface on

which they have been located, the louvers will effectively prevent the viewer from seeing through the slots. Ventilation slots may have wire screening, but such screening will not be a substitute for the louvers.

e. **Doors—**

Doors are optional, provided the coachwork as viewed from the side is not less than 12 inches high and 20 inches long on a longitudinal axis in the area where the door normally would be. The height is measured vertically from the wheel hub centerline upwards, but not including any area above the horizontal plane of the top of the body.

Wheels and Tires —

There shall be no restriction on the size of wheels except for a minimum diameter of 10 inches provided they are identical for the right and left front axles, and identical for the right and left rear axles. Left and right front tires will be the same size; left and right rear tires will be the same size.

Safety Equipment —

Shall comply with GCR, Appendix A, Section 1.5.1.

In addition:

- a. Batteries shall be enclosed in a covered battery box to prevent leakage or spillage of fluid, and shall be firmly attached to the car.
- b. Glass headlight lenses and bulbs on the front of the car are prohibited.
- c. All Sports Racing Category cars must provide protection for the lower torso and legs of the driver by means of tubing and/or monocoque structure.
- d. Cars will have two red tail lights fitted with 15 watt (minimum) bulbs.

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