

Sports Car Club of America, Inc.

Competition Regulations

1954 Edition



Section II

CARS

RULE 1 – The registration system for Competition Cars used in the past is discontinued. Suitability of cars for competition will be determined at Technical Inspection at the various events.

RULE 2 – A car may be entered in any event by a non-member of the SCCA, but it must be driven by an SCCA member, except in the case of invitational or Inter-Club meets. When it satisfactorily completed Technical Inspection for an event, a car entered by a non-member will be accepted for the duration of the event.

RULE 3 – Competition Cars will be divided into Sports, Production Sports and Unrestricted Categories.

SPORTS CATEGORY – Cars in the Sports Category are to conform exactly to the International Sporting Code of the F.I.A. currently in effect, as summarized in Appendix “A”, with one exception, namely that pump fuel must be used. Pump fuel is defined as any grade of automotive gasoline commonly available at roadside stations without any additives of any nature, excepting upperlube which must be added directly to the gasoline tank, and not through any injection or drip oiler system.

PRODUCTION SPORTS CATEGORY – Production sports cars are defined as standard sports cars which have been series produced in quantities of at least 500 per model sold, burden of proof for which shall be with the entrant. Such “mind modifications” as trimming fenders, removal of air cleaners, wire wheels, etc., make a car ineligible for competition in the Production Sports Category.

Allowable exceptions are:

Optional Carburetor Jets
Optional Spark Plugs

Tires of the same size as originally supplied must be used, but may be racing tires or of different manufacture or design.

Hub caps and/or fender skirts (valances) may be removed. Bumpers shall not be removed.

Straight exhaust pipe or pipes may be used provided the stock header or headers are used, and no more pipes are fitted than the number supplies as original equipment. This contemplates merely the removal of any muffling device and not the extension of header take-off pipes or stub exhaust pipes beyond the normal juncture with the original exhaust pipe or pipes.

Windshields originally designed to fold flat may be folder, but must be carried, provided a suitable aeroscreen is fitted.

Normal touring accessories such as radio, heater, grab handle, which do not affect the performance of the car may be carried, provided they do not interfere with the efficiency of the driver.

Normal replacement of functional parts as a result of wear or breakdown must be made with standard parts meeting the manufacturers' specifications for original equipment. Cylinder rebore will be limited to 0.030" oversize.

As the production category is intended to provide competition for the stock car driver, modifications other than those listed above, whether factory specified and installed or not, will bar a car from this category. "Competition Models" based on standard road models, such as the MK II M.G., the factory modified Jaguar XK – 120, and the Porsche Competition Roadster are not eligible for this category because of the obvious advantage they enjoy over the standard models of the same make.

UNRESTRICTED CATEGORY – The Unrestricted Category shall include all Competition cars which are suitable for racing, but which do not conform to the requirements of the Sports or Production Sports Categories above. It therefore includes earlier sports cars which no longer conform to regulations as regards body dimensions, etc., "Specials", and pure racing or Grand Prix cars, including Formula III cars, and sports cars running without proper F.I.A. equipment such as fenders, lights, etc., or super tuned machines running on other than pump fuel.

There are no restrictions on types of fuels, or blends in this category, except that Nitro Methane, commonly known as "Nitro", or any other fuels, which present exceptional danger in handling, shall not be used.

RULE 4 – The Displacement Classes for the Sports and Production Sports Categories above shall conform to the International F.I.A. Displacement Classes, as modified below:

Class	Total Piston Displacement in CC's
A	Over 5,500 cc (must run Unrestricted)
B	5,000 – 5,500
C	3,000 – 5,000
D	2,000 – 3,000
E	1,500 – 2,000
F	1,100 – 1,500
G	750 – 1,100
H	500 – 750
I	350 – 500
J	Under 350

In each case the upper limit of the class is inclusive. For example Class H includes 750 cc, while Class G begins at anything over 750 cc.

All supercharged cars will move up one class.

The Contest Board understands that the F.I.A. is contemplating future changes in the International Displacement Classes, and reserves the right to change the above displacement classes to more nearly conform with the new F.I.A. classes when announced if it considers such change to be advisable.

RULE 5 – In the unrestricted category there shall be two displacement classes; Formula III, for International Formula Iii 500cc cars, and unrestricted, which shall include all other unrestricted category cars.

RULE 6 – All cars shall race in their respective categories, unless insufficient entries make it necessary to put more than one category together. Cars will be judged by their performance in their own displacement classes. Prizes will be given to the first three cars to finish in each class provided that six or more cars start an event in each displacement class. If less than six cars starts an event in a given class, prizes will be awarded to the first two cars to finish. If less than four cars starts in a given class, a prize will be given only to the winner. Two or less cars in a given class will move up to the next larger class and will compete for trophies in that class. Two or less entrants in Class “B” will race with the sports category, but will receive no trophy or prize.

RULE 7 – Mechanical Condition of Cars and Technical Inspection – At all SCCA National events, a Standard Technical Inspection form shall be used. The points covered shall be:

1. Suitability for competition – The basic design of the car must be suitable for high performance with safety. The opinion of the inspectors and the Contest Board shall be final.
2. Neat and Clean appearance.
3. Tires – Spare – Tires shall be new or very good. Tires with thin treads will not be permitted. A spare tire of the same quality as the road tires must be presented with all sports cars. No macadam or asphalt slick tires, commonly known as “Baldies” whether new or recapped, will be allowed. This includes unrestricted category cars.
4. Brake Condition and Adjustment – All cars must have effective pedal operated brakes working directly on each road wheel. All brake parts must be in perfect working condition, and the brake linings must be new or very good. The entrant should be prepared to remove his brake drums for inspection. Brakes must be properly adjusted for maximum efficiency.
5. Wheel Bearings – Should be properly adjusted so that there is no excessive wheel play.
6. Fenders and Brackets – Fenders must meet F.I.A. regulations as specified in Appendix “A” for all sports cars, and must be securely mounted, particularly in the case of cycle fenders.
7. Exhaust System – The car must present an exhaust system which will carry exhaust gases away from the body and exhaust them to the rear of the driver in such a way that no danger is constituted. Exhaust systems must be solidly fabricated and securely mounted. They will be subject to the same careful scrutiny as fenders and

- brackets.
8. Radiator and Hoses – Must be free from all leakage, and must be securely mounted.
 9. Hood and Engine Compartment – Hood must be securely fastened so that there is no possibility of it flying open during competition. The engine compartments will be checked to see that everything is in proper order and securely fastened in place.
 10. Front Suspension and Steering – shall be of suitable design, in proper order, and properly adjusted for maximum safety and efficiency.
 11. Toe-in – Toe-in shall be checked with an accepted device and shall be according to the manufacturers' specifications.
 12. Front and Rear Shock Absorbers – Front and rear shock absorbers shall be securely mounted and in proper working order.
 13. Tightness – All chassis and body bolts and nuts will be tightened and secure.
 14. Leakage and caps – No leakage of fuel, lubricants, or coolants will be allowed. All caps must fit properly so as to prevent loss of the cap, or spillage during competition.
 15. Wiring – All wiring shall be properly installed and secure.
 16. Hand Brake – The hand brake must be properly adjusted and must operate either directly or indirectly on the front or rear wheels by a system independent of the foot brake.
 17. Rear Suspension – Must be properly installed, operating and adjusted.
 18. Stop and Tail Light – Each sports car must have stop and tail light(s) which shall be adequate and operating, and must conform to the laws of the state in which the vehicle is registered or the F.I.A. rules.
 19. Seat Mounts and Safety Belt – Seats must be securely mounted in the car, and safety belt must be installed directly to the frame of the car, or in such a manner as the technical inspection may approve.
 20. Passengers Seat Back – The back of the passenger's seat shall be securely bolted or strapped in place so that it cannot move forward and impair the efficiency of the driver in case of hard braking.
 21. Tonneau Covers – No tonneau cover, which covers the passenger's seat, or in any way would impair the movement of the driver seeking cover in case of emergency, will be allowed.
 22. Frame – Shall be checked by the inspector for design and defects which would tend to impair the safety of the car.
 23. F.I.A. Regulations – the Car (Sports and Productions Sports cars only) will be checked to make certain it conforms to F.I.A. regulations as regards body dimensions, fenders, horn, lights, etc.
 24. Firewall and Floor – Shall be adequate to prevent the passage of flame from the engine compartment or under the car to the driver's compartment.
 25. Mirror – shall be adequate to give an unobstructed view of the road behind, and mounted in such a manner so as not to vibrate at high speed.
 26. Fire Extinguisher, First Aid Kit, Crash Helmet, Goggles or Visor (except when the driver is driving behind a full, erected windshield), copy of these regulations, and copy of the regulations for the event entered – must be presented at Technical Inspection. These items

will also be checked in the pits by the pit stewards before the start of each race.

27. Number – shall be at least eight inches high on both sides front and rear of car, and must meet the approval of the Technical Inspector, acting on the advice of the Chief Timer and Scorer.

RULE 8 – In all cases the decision of the Technical Inspection shall be final. An entrant whose car is barred, or who presents the car for recheck without the specified corrections made to the satisfaction of the Technical Inspector shall be disqualified from the event.

RULE 9 – It is assumed that all things checked at Technical Inspection will be maintained at the same degree of efficiency until the end of the event. If any component becomes deranged in any manner, the car may be barred from the course until the defect is repaired, or, if in the opinion of the Inspector or Stewards, the defect cannot be repaired in the time available, the car will be disqualified.

RULE 10 – No advertisement or trade sign shall be carried on, or distributed from, any car during an SCCA event. No car shall be entered in the name of any dealer or organization, but shall be entered in the personal name of the individual owner.

RULE 11 – If the results of an event are in dispute, the Contest Board reserves the right to impound and to inspect any car for any reason, but it is not bound to state any reason. If an individual protests a car as not being represented, he may demand that the car be disassembled, inspected and reassembled, or may demand any other test he may desire, provided he is willing to post bond in the amount of the total expense for such disassembly, inspection, and reassembly, or other tests demanded. If the car is found to be as represented, the individual lodging the protest shall forfeit his bond to cover the expense involved. If the car is found to be non-standard or not as represented, the entrant of the car will not only stand all expenses, but will be subject to the further action by the Contest Board.

RULE 12 – The Contest Board reserves the right to bar any car from competition should there be any infraction of the above rules, or it, for any reason, the board is of the opinion that a car is unsafe. Likewise, the Judges or Stewards may prevent a car from competing for the same reasons.