

Sports Car Club of America, Inc.

Competition Regulations

1959 Edition



Section III – CARS

Classification

1. There shall be three classifications: "Production Category", "Modified Category" and "Restricted Category."
2. Production Category – The Contest Board will publish annually early in each year a list of the cars, and optional equipment for these cars, which will be eligible for competition in the Production Category in the current calendar year. No changes or additions in classification will be made during the calendar year.

Production sports cars will normally be only those which are series produced with normal road touring equipment in quantities of at least 150 per model sold. However, the Board reserves the right to exclude any sports cars of optional equipment from the Production Category, even if made in quantities of more than 150, if such cars or optional equipment, in the opinion of the Board, are primarily designed as for racing cars. Production Cars cannot be bought with modifications, or modified after purchase to take advantage of any items or equipment which affect mechanical performance unless such items are specifically listed by the Contest Board for the model bought.

All Production cars shall run only on pump fuel as defined in Item 3 of this Section.

These cars must be raced as described above with no modifications other than the following:

- a) Make but not typing of lighting device.
- b) Make of brake linings and clutch linings.
- c) Make of tires. Tires must be of the same size, front and rear. A usable spare must also be carried.
- d) Make but not type of shock absorbers.
- e) Make but not type of spark plugs and ignition coil, on condition that the system of ignition remains the one provided by the manufacturer.
- f) Make of battery, provided its voltage remains unchanged.
- g) Jets and chokes of the carburetors, provided the diameter of the inlet flange remains the same as that of the flange provided by the manufacturer. Ports may be matched and polished.
- h) The ratios of the gear box and rear axle, when series produced model is sold with such different ratios listed as available according to the manufacturer's catalog.
- i) The capacity of the fuel tank and that of the radiators when the series-production model may be sold, according to the manufacturer's catalog, with such different fuel tanks and radiators.
- j) Reboring, on condition that bore does not exceed by more than .030" the manufacturer's specifications for a new engine.
- k) The addition of lighting and signal devices, provided they do not violate traffic regulations in the State of registry.
- l) The fitting of all accessories capable of improving the conditions of use of the vehicle, provided these accessories have no influence

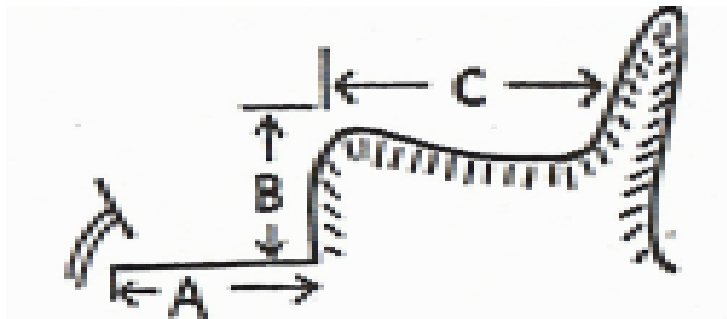
- on the mechanical performance.
- m) The fitting of dual master cylinders.
 - n) Balancing.
 - o) All inside modifications for the purpose of improving the comfort of passengers, provided they do not reduce the weight.
 - p) The removal of hub caps and fender skirts.
 - q) The top may be removed from open cars, or else must be folded and securely fastened.
 - r) Windshield may be folded or removed provided a suitable aero screen is fitted, and provided no cutting is necessary to remove it. However, the entire windshield (i.e. both halves if a divided windshield) including all brackets and mounting fixtures must be removed if this substitution is made.
 - s) Bumpers may be removed. (Grilles may not be removed.)
 - t) Straight exhaust pipe or pipes may be used providing that no changes are made forward of the muffler. Because of the unconventional layout straight pipes may be installed on Porsches directly at the exhaust ports.
 - u) Additional hood straps or fasteners.
 - v) Addition of a device for locking out reverse gear.
 - w) Installation of a spiral tube or other types of transmission breathers to prevent oil from boiling into the cockpit.
 - x) Raising hood for ventilation of engine compartment by use of hinge adjustment mechanism as installed by manufacturer. (Hood blocks or other modifications are not allowed.)
 - y) Fairing of cycle type fenders to the body provided such fenders are the type originally installed on the car by the manufacturer.
- Production cars shall be divided into eleven classes according to the cylinder capacity of their engines.

Class

- A Over 5,000 cc
- B Over 3,500 cc and below or equal to 5,000 cc
- C Over 2,700 cc and below or equal to 3,500 cc
- D Over 2,000 cc and below or equal to 2,700 cc
- E Over 1,600 cc and below or equal to 2,000 cc
- F Over 1,300 cc and below or equal to 1,600 cc
- G Over 1,000 cc and below or equal to 1,300 cc
- H Over 750 cc and below or equal to 1,000 cc
- I Over 500 cc and below or equal to 750 cc
- J Over 350 cc and below or equal to 500 cc
- K Cylinder capacity below or equal to 350 cc

3. Modified Category – Cars in the Modified Category must conform to the following specifications.
 - a) Bodies – Bodies must have at least two side-by-side seats which can actually be occupied and their combined external width must be at least 35.4" measured at the rear-most point of the steering wheel.

Dimension A plus Dimension B plus Dimension C should total not less than 43.4". These are measured when seat is occupied by a person weighing at least 132 lbs. All cars must have at least one operative solid door with proper fastenings and hinges which should measure at least 15.7" x 7.9".



- a) Pump fuel must be used. Pump fuel is defined as any grade of automotive gasoline available at roadside stations without any additions of any nature, excepting upper lube which must be added directly to the gasoline tank and not through any injection or drip oiler system, and which must not raise the octane rating.
- b) Rebore to the upper class limit *only* is allowed.
- c) Different size wheels and tires, front and rear, will be allowed provided they do not rub or jeopardize the handling quality of the car. One usable spare wheel and tire must be carried, and must not conflict with space reserved for driver or passenger.
- d) A suitable aero screen must be carried.
- e) A complete electrical system must be carried. This includes a self-starter, lights, horn, as well as the generator and battery which operates them.
- f) Classes – Modified cars shall be divided into ten classes according to the cylinder capacity of their engines. Super-charged cars will move up one class.

Class

- | | |
|---|----------------------------------------------|
| A | Over 8,000 cc |
| B | Over 5,000 cc and below or equal to 8,000 cc |
| C | Over 3,000 cc and below or equal to 5,000 cc |
| D | Over 2,000 cc and below or equal to 3,000 cc |
| E | Over 1,500 cc and below or equal to 2,000 cc |
| F | Over 1,100 cc and below or equal to 1,500 cc |
| G | Over 750 cc and below or equal to 1,100 cc |
| H | Over 500 cc and below or equal to 750 cc |

- I Over 350 cc and below or equal to 500 cc
- J Cylinder capacity below or equal to 350 cc

4. Restricted Category – The Restricted Category shall consist of approved classes of cars which do not fulfill the definitions of the Production or Modified Categories. These classes, which shall be established by the National Contest Board, must conform to specified descriptions or formulas, and there must be a sufficient number of cars in each class to establish a satisfactory racing program.
 - a. Formula III –
 1. Engines-500 cc (30.5 cu. in.) any type combustion chamber and valve actuating system, unsupercharged. Two-stroke cycle engines may not have more than 1.25 atmospheres induction pressure; or 750 cc (45.7 cu. in.) “L” head engines or in-line overhead valve liquid-cooled engines, unsupercharged. 5% extra displacement allowed on all engines for rebuilding.
 2. Fuel – No oxygen-bearing fuels, such as nitro-methane.
 3. Weight – 440 pounds minimum dry, empty weight.
 4. Formula III cars must race by themselves, and not be grouped with other classes or categories.
 5. Paragraphs f), n), o), q), and s) of Section III, Rule 5 (Mechanical Condition of Cars and Safety Inspection) will not apply to Formula III cars.

Mechanical Conditions of Cars and Safety Inspection

5. At all SCCA speed events a standard Safety Inspection form shall be used. An entrant whose car is barred, or who presents the car for recheck, without the specified corrections made to the satisfaction of the Safety Inspection, may be disqualified from the event. It is assumed that all things checked at Safety Inspection will be maintained at the same degree of efficiency until the end of any 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 Chief Steward, the defect cannot be repaired in the time available, the car may be disqualified.

The points covered at Safety Inspection shall be:

- a) Suitability for Competition – the basic design of the car must be suitable for high performance with safety.
- b) Neat and clean appearance. No advertisement or trade sign shall be carried on any car during an SCCA event.
- c) Tires shall be new or very good. Racing tires will be required on cars capable of speeds in excess of 115 mph when running on courses suitable for the attainment of such speeds. Recaps will be allowed only if they are on accepted racing tire carcasses in good condition, where speeds will not exceed 115 mph.

The Contest Board accepts the following racing tires: Continental Racing, Dunlop “Racing” and “Road Speed,” Englebert Racing, Firestone “Super Sports,” “Nylon 500” and “Deluxe Champion Racing,” Goodrich “Silvertown 125,” Goodyear “Blue Streak Special”

and "Road Race," Michelin X, Pirelli "Speed," "Super Sport," and "Corsa," U.S. Royal "XP 140."

All tires and wheels to be used at any time in any event must be presented to the Safety Inspector for his approval.

- d) 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 order, 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.
- e) Wheel Bearings – Should be properly adjusted so that there is no excessive wheel play.
- f) Fenders and Brackets – Fenders must be securely mounted. They must cover the tread of the tire for 120° down to a point at the rear of the tire, no higher than a horizontal plane through the axles. "Cycle" type fenders will not be permitted.
- g) 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 or in such a way that no danger is constituted. Coupes must run with at least one window open or other ventilating provision.
- h) Radiator and Hoses – Must be free from all leakage, and must be securely mounted.
- i) Hood and Engine Compartment – Hood must be securely fastened so that there is no possibility of it flying open during competition. The engine compartment will be checked to see that everything is in proper order and securely fastened in place.
- j) Front Suspension and Steering – Shall be of suitable design, in proper order, and properly adjusted for maximum safety and efficiency.
- k) Front and Rear Shock Absorbers – Shall be securely mounted and in proper working order.
- l) Leakage and Caps – No leakage of fluid, lubricants, or coolants will be allowed. All caps must fit properly so as to prevent loss of cap, or spillage during competition.
- m) Wiring – All wiring shall be properly installed and secure.
- n) Hand Brake – The hand brake must be properly adjusted.
- o) Stop and Tail Lights – Each sports car must have stop and tail light(s) which shall be adequate and operating.
- p) Seat Mounts and Safety Belts – Seats must be securely mounted in the car, and safety belt must be installed directly to the chassis frame or equivalent structural part in a manner to contain and restrain the pelvic girdle, at an angle of approximately 45 degrees to the vertical to pull the driver backwards to his seat squab, not just straight downward from his thighs.
- q) Passenger's Seat Back – The back of the passenger's seat (if a folding 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.
- r) Roll bars are mandatory for all cars. Questionable roll bar installations

- are subject to final approval of the Safety Inspector.
- s) Tonneau covers over the passenger's seats may be carried if substantially made and fastened.
 - t) 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. Floorboards must be suitable to protect the driver on all sides from gravel, oil, water, and debris from the road and engine. Belly pans should be adequately vented to prevent accumulation of inflammable liquids.
 - u) Mirror – The 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.
 - v) Fire Extinguisher, Flame-resistant Garments, Crash Helmets, Goggles or Visor – Must be presented for approval at Safety Inspection. These items will also be checked in the pits by the Pit Stewards before the start of each race. The Fire Extinguisher must be securely mounted in the cockpit and be a minimum of a) liquid – one pint, b) CO₂ – one pound, c) dry chemical – two pounds.
 - w) Numbers and Class Letters – Number shall be at least eight inches high on both sides, front and rear of the car, and must meet the approval of the Safety Inspector, acting on advice of the Chief Timer and Scorer. Class letters will also be carried on both sides.
 - x) Headlights – Must be protected to prevent shattering.
 - y) Hub Caps and fender skirts must be removed.
 - z) Cars equipped with detachable hard tops must be run with such tops removed.