

#### 4. FORMULA SCCA

##### A. General

1. A single seat, four open-wheeled racing car with firewall, floor, and safety equipment conforming to the GCR, Appendix A, 1.5.1.
2. Cars must be equipped with on-board self starter controlled by the driver in normal driving position.
3. The driver's seat must be capable of being entered without the removal or manipulation of any part or panel.
4. Cars shall be equipped with a dual braking system operated by a single control. In case of failure or leak at any point in the system, effective braking power shall be maintained on at least two wheels.
5. Superchargers are not permitted except 4.1 Section A.1 (under 3000 c.c. unrestricted engines).
6. Power may not be applied to more than two wheels.
7. The following aerodynamic restrictions will apply:  
Coachwork: All external parts of the car which are in the air stream and situated above a plane passing through the center of the wheel hubs, with the exception of the units definitely associated with the functioning of the engine or transmission or the safety roll bar.
  - a. No part of the coachwork, with the exception of the safety roll bar, shall exceed in height a horizontal plane, 80 cm (31.5 inches) above the lowest point of the entirely sprung structure of the car.
  - b. Behind the front wheels, the coachwork shall not exceed a maximum width of 110 cm (43.307 inches) with the exception of lateral fuel tanks which cannot protrude beyond a vertical plane passing through the centerline of the tires.
  - c. The coachwork ahead of the front wheels may be extended to an overall maximum width of 150 cm

- (59.055 inches) provided it does not extend beyond the outsides of the front tires.
- d. Any part of the coachwork ahead of the front wheels exceeding an overall width of 110 cm (43.307 inches) shall not extend above the height of the front wheel rims.
  - e. 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.
  - f. Neither the safety roll bar nor any of the units associated with the functioning of the engine or transmission shall have an aerodynamic effect by creating a vertical thrust.
  - g. The leading edge of an aerofoil fixed to the front of the car shall not be sharp. Minimum radius - 1.5 cm (.6").
  - h. The fuel filler cap must be recessed within the coachwork line.

#### 4.1 Class A

##### A. Engines

- 1. 3000 cc unrestricted.
  - a. Engines of unrestricted origin over 1100 cc below or equal to 3000 cc.
  - b. Superchargers permitted on engines below or equal to 1500 cc.
  - c. Rotary piston engines: cars with rotary piston engines covered by the NSU-Wankel patents will be admitted on the basis of a piston displacement equivalence. This equivalence is twice the volume determined by the difference between the maximum and minimum capacity of the working-chamber.

2. 5000 cc restricted.

- a. Engines approved by the SCCA, pushrod operated valve mechanism, and produced in quantities of at least 1000 per year.
- b. Engines may be modified or altered as desired except as follows:
  - (1) Maximum displacement shall be 5000 cc and may be obtained by alteration of bore and/or stroke as desired.
  - (2) Cylinder block and/or cylinder head(s) may not be substituted.
  - (3) The location of the camshaft may not be changed.
  - (4) The number of main bearings may not be changed.
- c. Engines approved for Formula SCCA, Class A are as follows:

Manufacturer	Orig. Disp. (c.i.)
American Motors	287
American Motors	290
American Motors	327
American Motors	343
American Motors	360
American Motors	390
American Motors	401
Buick	215 (Alum.)
Buick	300
Buick	340
Buick	350
Buick	400
Chevrolet	283
Chevrolet	302
Chevrolet	307
Chevrolet	327
Chevrolet	350
Chevrolet	400
Chrysler	307

Manufacturer	Orig. Disp. (c.i.)
Chrysler	318
Chrysler	340
Dodge	273
Dodge	318
Dodge	340
Dodge	361
Ford	260
Ford	289
Ford	302 (Boss, not tunnel port)
Ford	351 (Windsor)
Ford	351 (Cleveland)
Ford	351 (Boss)
Ford	352
Ford	390
Holden	308
Kaiser Jeep	327
Mercury	260
Mercury	302 (not tunnel port)
Mercury	351 (same as Ford)
Mercury	390
Oldsmobile	215 (Alum.)
Oldsmobile	330
Oldsmobile	350
Plymouth	273
Plymouth	318
Plymouth	340
Plymouth	361
Pontiac	326
Pontiac	350
Pontiac	400

#### B. Minimum Weight

(Minimum weights include coolant and lubricants; do not include fuel and driver.)

3000 cc unrestricted engine cars ..... 1105 lbs.

5000 cc restricted engine cars ..... 1350 lbs.

#### C. Fuel Tank Capacity

3000 cc unrestricted engine cars ..... 26 US gallons

5000 cc restricted engine cars ..... 30 US gallons  
(Note: SCCA approved safety fuel tanks are required.)  
(See Appendix X.)

#### 4.2 Class B

##### A. Engines

1. Displacement — over 1100 cc and below or equal to 1600 cc. Cars with rotary piston engines covered by the NSU-Wankel patents will be admitted on the basis of a piston displacement equivalence. This equivalence is twice the volume determined by the difference between the maximum and minimum capacity of the working-chamber.
2. Engines shall derive from automobiles recognized by FIA in Appendix J, Group 1 (series production touring), Group 2 (touring), or Group 3 (grand touring) approved by the SCCA, and shall conform to definitions and specifications shown on the FIA Recognition Form of the homologated car, except as permitted below.

The SCCA shall publish a list of approved engines at the beginning of the year. The following engines are approved for 1973: Lotus Ford 1600 Twin-Cam, Alfa Romeo 1600 Twin-Cam (incl. GTA), Porsche Pushrod 1582, Datsun 1600 SOHC, BMW 1600 SOHC, Ford 1500 Pushrod, Ford 1600 Pushrod, Fiat 124 DOHC 1438, Renault Gordini 1600, Ford Cortina 1600 SOHC, Toyota 1600 Pushrod, Fiat 1592 DOHC, Toyota 1588 DOHC.

3. The following modifications are permitted.
  - a. The use of any carburetor(s), fuel injection or intake manifold(s).
  - b. The use of any exhaust manifold(s).
  - c. The use of any oil sump.
  - d. The use of any oil pump(s).
  - e. The use of a dry sump lubrication system.