Lotus 7 & Super 7 HSR Groups 2/3

Vintage Production Category SCCA Classes: F/P, D/P, C/P

(last revised 2/17/15)

The following cars are covered under these regulations:

Lotus 7 series 1 (Ford 100E/1172cc), Super 7C (Climax 1098/1220cc), America (BMC 948/1098cc) Lotus 7 series 2 (BMC 948/1098cc), (Ford 105E/997cc), Super 7 (Ford 109E/1340cc or 116E/1498cc)

Lotus 7 series 3 & series 4 (Ford 1300/1600 x-flow), Twin Cam SS (Lotus-Ford 1558cc twin-cam) ------

.047" (1.2mm) maximum overbore allowed **Engines:**

> BMC (948cc) BMC (1098cc) Ford 105E (997cc, I-4) Bore x stroke......3.19" x 1.91" Ford 109E (1340cc, I-4) Bore x stroke......3.19" x 2.56" Ford 116/122E (1498cc, I-4) Ford (1598cc, cross-flow I-4) Bore x stroke..................3.188" x 3.056

Block /head material.....cast iron

Coventry-Climax FWA/FWE (1097/1220cc) Bore x stroke......2.85"/3.00" x 2.625"

Block/head material.....aluminum

Bore x stroke......3.25" x 2.864" Lotus-Ford DOHC (1558cc)

Block material......aluminum

Transmissions: British Ford or BMC 4-speed, ratios free

Individual tube space frame with sheet alloy skin, separate fenders **Chassis:**

Wheels......(BMC, Climax, 997cc - 1340cc)...5" x 13 or 4.5" x 15", (1498cc-1598cc)...5.5"x13"

Official weight, measured without fuel & driver, all tolerances included: Note: Optional weight w/driver, add 175#

Super 7 (1340) S2/S3...1025# Super 7 (1498) S2/S3...1075# All S4, 1598, Twin cam....1285#

Level 1: Period Correct Specifications and Options (1969 SCCA GCR/PCS)

Dual SU carburetors

Single or dual Weber carburetors as appropriate

Substitution of any alternator for the standard generator, but not removal

PCS listed gearbox and rear axle ratios

Rear axle locating devices allowed

Limited slip differential

Panhard bar or traction bars

Cycle fenders allowed on S1/S2 (BMC/Climax), 15" wheels only

Springs, shocks, sway bars, axles, spindles, hubs, etc. are free as long as track remains correct

Removal of windshield; must fit suitable racing alternate windscreen

Removal of turn signals and parking lamps (head and tail lights must remain in place)

Reversal of headlamps is permitted

Safety modification: add additional 3/4" o.d. x .048 mild steel tube per mfg. drawing to chassis at front

Chassis & frame reinforcements & stiffening is encouraged

Level 2: Additional Specifications and Options (HSR-Generally accepted for Vintage Racing)

Internal engine parts are free including roller rockers

MSD type electronic ignition, must be triggered from distributor

Removal headlights

Caterham original specification replacement chassis is permitted

Alternate rear axle to obtain a "floater" design

Gearbox and rear axle ratios free

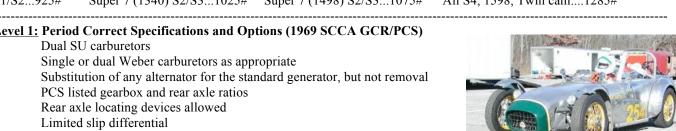
Alternate 4-speed production gearbox

Rear axles may be modified or replaced with others of any origin (ratios free)

Dave Bean wishbone front a-arms







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Level 3: Additional Specifications and Options (post 1972 SCCA)

*Caterham style cycle fenders

*Dry sump

Note: Items marked * subject to reclassifying

Specifically prohibited in Level 1 & 2:
Altering suspension pick-up points
Altering engine/gearbox location Metal or hard tonneau cover Standard clam shell fenders may not be trimmed or louvered.







