



Lotus 7 & Super 7

as prepared for SVRA Group 1, 3 or 8 competition

Make and Model Supplemental Regulations Revision Date 12/16

Background and philosophy:

Group One cars must be prepared to 1967 SCCA standards. Similar models prepared to the FIA or other regulations are included and are classified accordingly

Group Three consists mainly of medium displacement sports cars and sedans that represent the 'Golden Age' of club racing in the USA.

Post 1967 cars listed as eligible but must be prepared to 1967 standards. Similar models prepared to the FIA or other regulations are included and are classified accordingly.

Group Eight classes generally follow the SCCA classes of 1972, with some adjustments for cars that were either not recognized by the SCCA or have specifications that significantly changed their relative performance.

Modifications:

As listed in the SVRA General Rules and Regulations, the Supplemental Rules for the make and model, the SVRA Tire Regulations and any period rules that are deemed appropriate

Relevant Documents:

- General Rules and Regulations
- SVRA Group Description and Class List
- SVRA Group Supplemental Regulations
- SVRA Tire Regulations

Notes:

These groups have tire restrictions listed in the SVRA Tire Regulations.

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

The front, full upper control arm with separate front sway bar upgrade will be allowed in Group 8 only, and will include a 25# weight penalty. This modification will upgrade any car regardless of engine displacement to Group 8.

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)

Engines:

BMC (948cc)Bore x stroke.....2.48" x 3.00"
BMC (1098cc) ...Bore x stroke.....2.54" x 3.30"
Ford 105E (997cc, I-4)3.19" x 1.91"
Ford 109E (1340cc, I-4)3.19" x 2.56"
Ford 116/122E (1498cc, I-4)3.19" x 2.86"
Ford (1598cc, cross-flow I-4)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
Lotus-Ford DOHC (1558cc)
Bore x stroke.....3.25" x 2.864"
Block material.....cast iron
Head material.....aluminum

Suspension :

Per Production

Brakes:

9" Disk front 7 or 9" Drum rear

Chassis:

Individual tube space frame with sheet alloy skin, separate fenders

Wheelbase:.....88"

Track dimension,:

front.....48.5", +/- 2 rear 48.5", +/- 2"

Wheels:

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

Transmissions:

British Ford or BMC 4-speed, ratios free

Official weight:

S1/S2.....Group 1.....925#
Super 7 (1340).....Group 3.....1025#
Super 7 (1498) S2/S3.....Group 3.....1225#
Super 7 (1498) S2/S3.....Group 8.....1025#
Super 7 (1598) S2/S3.....Group 8.....1150#
Seven S4 & Twin Cam.....Group 8.....1285#

SVRA approved options:

- Internal engine parts are free
- Dual SU carburetors
- Single or dual Weber carburetors as appropriate
- Accusump
- MSD type electronic ignition, must be triggered from distributor
- Cycle fenders allowed on S1/S2 (BMC/Climax) only
- Chassis & frame re-enforcement & stiffening
- Reversal of headlamps is permitted
- Caterham replacement chassis (non period spec will incur weight penalty)
- Standard clam shell fenders may not be trimmed or louvered
- Removal of turn signals and parking lamps
- Springs, shocks, sway bars, axles, spindles, hubs, etc. are free as long as track remains correct
- Rear axles may be modified or replaced with others of any origin
- If Headlight assembly's removed add 20# to official weight (Groups 1 and 3)
- No charging system, add 25# to official weight
- Upgraded front suspension, add 25# to official weight, move to Group 8

Items specifically not allowed by the SVRA:

- Altering suspension pick-up points
- Altering engine/gearbox location
- No Hard Tonneau cover

