

SVRA Supplemental Regulations:**SVRA GTS1 Class (1984-1998)****(Based on 1995 IMSA Code)**

As prepared for SVRA Group 10 competition.

(revised 1/2013)**The following cars are eligible and covered under these regulations:**

Makes and models formerly homologated by FIA in Groups 1-4 through 1981 and Groups A & B through 1996; IMSA GTS cars and Trans-Am cars through 1996, including:

Audi Quattro	Ford Mustang, Cobra, Probe
Chevrolet Corvette, Camaro, Monza	Oldsmobile Aurora, Cutlass
Datsun/Nissan 300ZX and turbos	Mazda RX7 turbo
Mercury Cougar, Merkur	Pontiac Firebird, Firehawk

Engines: Proprietary engine block or IMSA approved replacement block must be used; may be machined so long as camshaft location is not altered.

Alternate blocks must retain production bore spacing and "V" angle.

Bore and stroke may be altered so long as the appropriate weight regulation is respected.

Cylinder head must have same number and location of valves, ports and spark plugs as standard.

Induction is free, except turbocharging is only permitted on FIA recognized models and is limited to one turbocharger.

Turbocharged engine displacement is 1.4 X actual displacement. Rotary engine displacement is 1.8 X actual displacement.

Engine may be relocated within the standard engine compartment, with these restrictions for front engine cars:

Max. setback behind centerline of front hubs:	23.5" non-rotary	30" rotary
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Drive Train: Gearbox or transaxle are free with a maximum of 5 forward speeds. Cars with more than 5 speeds standard may use that unmodified production unit.

Chassis: Free. Full tube-frame permitted. Standard wheelbase and all relationships with the coachwork must be retained.

Cars with a standard wheelbase greater than 103" may convert to 103". Cars less than 95" may convert to 95".

All suspension components may be modified or replaced.

Brakes and operating system are free but may not use non-metallic rotors.

Axle locating devices may not pass into the driver compartment; however, the rear seatwell may be covered with sheet metal to satisfy this requirement.

Front wheel drive may be converted to rear wheel drive. Four wheel drive permitted only on FIA recognized models.

Coachwork: All visible external body panels, glass areas and integrated bumpers must retain their standard dimensions, shape, contour and orientation.

All cars must clear a 2.5" ride height block at all times.

The floorpan may extend to the rear of the car. No bodywork may extend below the floorpan.

The firewall may be relocated to 3" behind the leading edge of the windshield.

The original bodywork comprising the production greenhouse must be retained, otherwise the material of the body panels is free.

Fender extensions are allowed to cover the legal wheels and tires but should retain the standard opening shape as viewed from the side.

Maximum car width is 79" except 1993 Camaro & Firebird may be 80" wide.

Wheels and Tires: Wheel and tire section width (maximum width at widest point of tire) may not exceed: 16" wide X 17" diameter

All four wheels must have the same diameter.

Track dimension is limited by inner tire clearance and the permitted maximum car width.

Aerodynamic devices: A flat or curved plate rear spoiler with no rudders or forward brackets may be fitted to the rearmost part of the body without protruding beyond the perimeter contour as viewed from above. Maximum height is 8" above the standard bodywork. Spoiler may not be adjustable from within the car. No air may pass between spoiler and body. A 2" lip may be added to the spoiler.

<OR>

IMSA approved "available" wings, with a maximum width of 74" and area of 780 sq. in. may be used instead of the rear spoiler.

No part of the wing may be higher than the highest point of the roof. Endplates and/or wing mounts must not exceed 12" fore and aft width as viewed from the side, must be perpendicular to the ground as viewed from the rear, must be parallel to the longitudinal centerline of the car as viewed from above, and must not extend forward of the centerline of the rear axles nor lower than the surface of the rear deck lid.

Front spoiler/splitter must be below the front wheel centerline and may extend no more than 1" forward of the perimeter of the body when viewed from above. The wing may not extend rearward beyond the trailing edge of the standard bodywork or rear bumper.

Official weight, measured without fuel & driver: Absolute minimum weight = 2200 lbs

Engines with two valves per cylinder:

4.0L = 2350 lbs	5.0L/302cid = 2600 lbs	5.3L/323cid = 2700 lbs	5.7L/357cid = 2800 lbs
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6.0L/366cid = 2850 lbs

Note: 18 degree heads, add 200 lbs

Engines with more than 2 valves per cylinder:

3.0L = 2300 lbs	3.2L = 2350 lbs	3.4L = 2390 lbs	3.6L = 2425 lbs	3.8L = 2475 lbs
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Four rotor Mazda: 2500 lbs

Unlisted engine types and displacements should inquire with SVRA Technical Director

Specifically prohibited: Sequential shifting gearboxes Add-on "wickers" or tabs

SVRA statement on appropriate modifications and configuration: A corollary to the above IMSA standards when applied to Historic racing is that items which may have been legal under the IMSA Code but cannot be documented to have actually been used by any actual competitors are not authorized. This applies to all things related to the car including engine, drive train, chassis, suspension, brake calipers and rotors, bodywork including materials, aerodynamic devices, wheel diameters and widths, etc. It is the owner or driver's responsibility to satisfy SVRA of the validity of any unusual configuration which is contrary to this concept. SVRA may add a weight penalty, change the class or race group or reject the entry completely of any entrant found to be in violation of this policy.