

THE SVRA GOLD MEDALLION PROGRAM

REVISED 1/17

The Gold Medallion Car Certification Program honors the car owners and racers who engage in saluting a period of time in motorsports history. This program potentially enhances the value of these cars by recognizing the individual history and or historical level of preparation.

PROGRAM OVERVIEW

Introduction and Definition of Gold Medallion Car Certification Program

The SVRA Gold Medallion Car Certification Program is being introduced to distinguish race cars which are prepared in a manner that accurately represents competition during the time periods they were originally raced or could have been raced in. All Gold Medallion cars must be prepared to a specific point of time in racing history. Cars that have submitted the preliminary application form may be invited to schedule an appointment for the Gold Medallion Car Certification inspection which will be done at all SVRA events.

Benefits of having a Medallion car are as follows:

1. Owner will be given a Gold Medallion log book that validates the car has received a thorough inspection by SVRA and has been approved as being period correct.
2. Decals and medallion will be issued to the owner to be displayed on the car and Storyboard.
3. Gold Medallion cars are guaranteed entry into all SVRA invitational events.
4. Sonoma will be for Gold Medallion eligible cars only. Non-Medallion cars will not be invited nor accepted.
5. Events that have Gold Medallion and general SVRA entries, the Medallion cars will be separated in a designated run group whenever possible. Should the Medallion member run in a mixed group, they will have a separate podium and Medallion designated class within a race group.
6. Medallion cars will be recognized on timing sheets with an "M" after the cars classifications ex: Group 6 TA"M"

The Gold Medallion Classifications:

There are two categories, Historic Gold Medallion and Vintage Gold Medallion: All cars must be prepared as they were in the period claimed. The Historic designation does not validate a cars history and is based on the owner's documentation. The Vintage designation is for cars that are prepared according the Gold Medallion standards and have no period racing history.

Medallion Classes:

- A-1 1900-1926 Sports & Racing Cars
- A-2 1927-1939 Sports Cars
- A-3 1926-1939 Racing Cars
- A-4 1946-1954 Grand Prix Cars
- A-5 1952-1964 Indy Roadsters
- B-1 1947-1955 Sports Cars (GT)
- B-2 1947-1955 Sports Racing Cars – Under 1500cc
- B-3 1947-1955 Sports Racing Cars – Over 1500cc
- C-1 1955-1960 Sports Racing Cars – Under 2000cc
- C-2 1955-1959 Sports Racing Cars – Over 2000cc
- D 1959-1965 Sports Racing Cars

E-1 1958-1959 Formula Jr. Fiat/Lancia Front engine

E-2 1959-1960 Formula Jr. Drum Braked

E-3 1961-1963 Formula Jr.

E-4 1949-1963 Formula I-II

E-5 1967-1972 Formula Ford

E-6 1965-1969 Formula B

E-7 1970-1978 Formula B

G-1 1956-1961 GT Cars – Under 2000cc

G-2 1956-1962 GT Cars – Over 2000cc

G-3 1962-1965 GT Cars – Under 2000cc

G-4 1963-1965 GT Cars – Over 2000cc

G-5 1965-1969 GT Cars – Over 6000cc

G-6 1966-1972 GT Cars - Under 2000cc

H-1 1964-1970 FIA Makes Championship

H-2 1971-1983 FIA Makes Championship

I-1 1973-1980 Historic IMSA GT

I-2 1981-1984 Historic IMSA GTP/FIA Group C, C2

J-1 1966-1970 Historic Can-Am

J-2 1971-1974 Historic Can-Am

K-1 1966-1971 Historic Formula One

K-2 1972-1983 Historic Formula One

K-3 1979-1987 Formula Atlantic

L 1966-1972 Historic Trans-Am

Special Invitation Classes

M 1968-1976 Historic F-5000

N 1982-1991 Trans-Am

O 1963-1972 Grand National

Application Process

1. A preliminary [application form](#) is available for inclusion into the Medallion program. The form contains supplemental information to the standard SVRA RCCF [Race Car Certification Form](#) and ECF [Engine Certification Form](#) that must also be on file. Please return these forms with **detailed pictures of Suspension and Brakes with Wheels off, Engine, Trunk area, Interior, Gauges etc;** this will greatly speed up the process. These forms will also help to determine which medallion program and what time period the car is to be prepared. **This is an example of a properly completed application form, enough information must be supplied in order to determine if the car is in fact period correct.** [PDF]
2. When the application is approved an inspection may be requested.
3. All requested documentation must be supplied prior to the inspection for review. The inspections may be requested at any SVRA event. Remote inspections may be considered with all inspectors' expenses covered by owner.
4. Once SVRA is satisfied that the all the documentation for the vehicle is correct and the car has passed the inspection verifying the correct specifications, the Gold Medallion status will be issued.

Maintenance of the Gold Medallion Car Certification:

1. All active Gold Medallion cars will be maintained in the Gold Medallion gallery on the SVRA Website.
2. Gold Medallion cars must go through an SVRA technical inspection at least once per year. This is a slightly more detailed technical inspection than the normal technical track inspection, but is not the same detailed certification inspection required for inclusion to the program.
3. Medallion owners must provide the SVRA with documentation of any changes made to the vehicles specification once it has been accepted into the program.
4. A Medallion car may maintain active status after it has been sold through a Change of Ownership form as long as the specifications remain the same.
5. Vehicles that have been modified from the Medallion specifications after the time of issue will have their Medallion status revoked.

CERTIFICATION RULES

The rules are relatively simple; if car items were not used or available in the claimed point in time, they are not qualified for use today, the list below is not comprehensive and is just a few examples of the more common updated items we see. If questions arise concerning specific modifications or parts, the owner must provide period photos and documentation proving his claim.

Shift Lights
Modern Gauges
Modern Mirrors
Modern Fuel Pumps
Blue Radiator Hoses
Excessive AN plumbing
Incorrect Intake Manifolds
Fiberglass Springs
Incorrect Engine displacements
Incorrect Engine and Transmission combinations

CAR CONDITION & SPECIFICATION REQUIREMENTS:

It is important all Gold Medallion cars are restored to their original condition and specifications. That is to say, to the same state as when it was originally produced and raced. Racing options that were available at the time and specified for use on that particular model (homologated) are allowed. It is possible that cars may have been raced over a number of years in various classes under an assortment of regulations. We wish to establish a clear understanding of the "point in time" (i.e., 1932, 1965, 1969) to which a car is restored. Modifications which are not in keeping with that "point in time" are not allowed. Modifications which improve performance over that of a car from that "point in time" are not allowed. Modifications such as modern valve train replacements (roller rockers, etc.), blocks, gearboxes, or non stock replacement period internal gearing, vented, drilled or slotted discs are not acceptable!

INSTALLED SAFETY EQUIPMENT:

All safety equipment must be installed correctly and up to date.

ENGINE: The engine must be of the original type and specifications as homologated when the car was produced. Displacement, carburation and valve train must be original in specification and material.

WHEELS: Cars must run on wheels of the same type and size as were specified by the manufacturer in period. Type refers also to style. Wheels must be free of cracks and faults. Spokes must be properly tensioned. Bolt on Rudge Whitworth Spline adapters must have a paint strip indicating the adapters are secure.

TIRE RULES: Tires must approximate, as closely as possible, the dimensions of the tires originally available on the car at the time of manufacture or the "Point in Time to which it is restored". The use of tires not included in the list must be approved in advance of an event. The Gold Medallion Tire Regulations can be found [here \[PDF\]](#).

TREAD PATTERN: All tires must have a molded tread pattern of period design, no semi-slick tread. In a case where a hand grooved slick has been approved (in writing), the tires must have a period tread pattern. An example: the Avon "Historic All Weather" pattern. Some classes, Historic F-1, Can-Am and selected FIA Sports Cars (H-2) are exempted from this rule and may run slicks.

COMPOUND: Tires must be of a manufacturer's "Hard" compound. [Note: Tire design has progressed dramatically since the early 1960s. In fact it has been the leading field toward the development of modern racing cars. Lower profiles and wider cross sections came into play in 1964 and it has been constant change ever since. Tire companies that are currently making vintage racing tires for "vintage" cars (through 1962) are Dunlop and Blockley. Goodyear makes a racing tire (Blue Streak) they refer to as vintage but these should not be confused with the tires they made back in the late 50s and early 60s. The current tires of a listed size can be different in dimension from the original period tire of the same listed size.] The size indicated on the side wall (of a current tire) does not mean that the dimensions of the tire are the same as an original tire with the same listed size. These tires are lower profile, wider and stickier. Additionally, you should be aware that the softer, stickier compounds currently developed by the tire companies increase cornering loads to a point beyond the limits originally designed in to the cars and which can translate into suspension overload and failure.

ADVERTISING ON CARS: Only historically correct markings are acceptable. Modern advertising is not allowed.

PRESENTATION: Cars must be presented in a neat and finished condition. Engine compartment, suspension, chassis and drive line must be clean enough to facilitate inspection. Cables, wires and hoses must be taped or otherwise secured to prevent chafing, etc.

BODY: Body modifications from original such as non-period flares, spoilers, air dams, venting body holes, and external ducting is not acceptable. Body panels must be of the original material type.

CATCH TANKS: A securely fastened radiator and oil breather catch can with a minimum capacity of 1 qt is required. No oil, fuel, water or fluid leaks of any kind is acceptable.

COOLANT: Use of water is only. (Glycol based coolant is not allowed.)

THROTTLE RETURN SPRINGS: A minimum of two external return springs with separate attachment points per induction system. Springs on/in body of carburetor do not count as external return springs. Fuel injection systems must have a backup return spring in addition to the overall system spring. Primary springs cannot share the same mounting point with back-up springs.

DRIVER SAFETY EQUIPMENT: Refer to [SVRA General Rules and Regulations](#).

A. Seat Belts

B. Arm Restraints

J. Helmets

K. Suits

L. Mandatory Head and Neck Restraint Systems

Note: Head and Neck Restraint Systems (HANS) are not required for drivers that compete in Pre-War cars.

ROLL BARS: Roll bars must be at least 2" taller than drivers helmet. (please check before you get to the track)

MIRRORS: At least 1 rear view mirror with a minimum area of 8 sq. inches is required. Additional mirror(s) may be required based on observed needs. Only period mirrors are acceptable.

FIRE EXTINGUISHERS: All cars must be equipped with a 2lb., 10 BC (or Halon equivalent) fire extinguisher. (Securely mounted in cockpit.). An on-board type fire system is strongly recommended.

ELECTRICAL CUT-OFF SWITCH: All cars must have a master electrical cut-off switch fitted outside the car and be clearly marked.

FUEL CELL: All cars must use an FIA FT3 or SFI 28.3 rated fuel cell, Pre War cars are strongly recommended to use a fuel cell.

FUEL FILLER: Caps must be securely fastened so as not to open on impact. Monza type (quick release) caps must be wired shut. A reverse flow valve must be fitted close to the tank. Any venting of the tank must terminate at the exterior of the vehicle.

FIREWALL: must be provided between the cockpit, engine and fuel tank. Selected Formula cars are exempt.

UNDERTRAYS: must have drain holes.

SUSPENSION PARTS: No part of suspension or steering shall have excessive play.

TOW HOOK: It is recommended that all cars have an eyebolt or equivalent to attach a tow cable. The connection point is to be clearly marked.

BRAKE SYSTEM: Brakes, brake lines, fluid, and pedals must be in good operating condition. Dual master cylinders are recommended. Drilled, slotted, and or vented rotors are not allowed unless originally fitted at vehicle time of manufacture. No driver cockpit adjustable brake bias allowed. All cars must be fitted with at least one brake light in

working order. (Open wheel cars are exempt). Must be of the original type and specifications as homologated when the car was produced and raced ("point in time").

DRAIN PLUGS: All drain plugs must be safety wired and or secured properly.

HOODS AND DECK LIDS: Must be manufactured of the original material. Hoods and deck lids must be adequately fastened.

BATTERIES: must be securely fastened down. The positive terminal must be insulated to prevent grounding. Batteries located in the cockpit must be covered or have leak proof caps.

ELECTRICAL: All positive contact points at the, generator, alternator, regulator, some starters etc, must be covered with an insulating material to prevent grounding.

ADDITIONAL RULES PERTAINING TO PRODUCTION CAR CLASSES G-1, G-2 (1955-1962) AND G-3, G-4, (1962-1966) G6 (1966-1972)

MINIMUM WEIGHT: The minimum weight allowed is that listed in the SCCA Rule Book, 1962 Production Car Specifications for classes G-1 & G-2 and 1966 Production Car Specifications for classes G-3 & G-4, **G6 will use the 1972 SCCA weights.**

INTERIOR:

- 1) Removal of interior trim (gutting) is not permitted.
- 2) Floor mats or rugs may be removed.
- 3) Window glass may be removed from doors.
- 4) Cars must have 2 seats, original and/or period bucket seats are allowed, interior door panels and original dash board (you may exchange or add period correct instruments)

EXTERIOR:

- 1) Tops may be removed from open cars.
- 2) Bumpers may be removed, but if so, all projecting hardware such as brackets must also be removed.
- 3) Grills may not be removed.
- 4) Windshields may be replaced by a suitable windscreen.
- 5) Lighting equipment must remain in place.
- 6) Headlights should be taped.

ENGINES: Must be original as previously stated. Horsepower must approximate within 20% that derived originally when the car was new. Headers are allowed. Modern valve train replacements such as roller rockers, titanium valves, rods, etc., are not allowed. Dry sump systems that were not originally fitted to the specific car are not allowed.

TRANSMISSIONS & DIFFERENTIALS: Must be of the original type and specifications as when the car was produced. Gear ratios must be as originally offered.

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