



Initial Gold Medallion Application

SVRA Gold Medallion cars must be restored to their original condition and specifications. That is to say, to the same state as when it was originally produced and raced. Only racing options that were available at the time and specified for use on that particular model (homologated) are allowed.

Cars may have been raced over a number of years in various classes under an assortment of regulations. **You must establish a clear indication 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.

To be considered, you must also declare exactly which existing Gold Medallion class the car is prepared for (these classes can be found in the regulations). SVRA Gold Medallion classes are completely different from the standard SVRA Group and Class structure. **Cars that do not fit into one of the existing SVRA Gold Medallion classes are not eligible.**

Gold Medallion cars must maintain the same level of preparation and components at all racing events. The swapping and use of uprated race components during other events is prohibited.

The Gold Medallion program is only for active SVRA members and the standard SVRA Race Car Certification and Engine Certification paperwork must be on file. Additional documentation, engine certification and an "appointment only" car inspection will be required before the Gold Medallion is awarded by the committee.

The full set of Gold Medallion regulations, classes and tire requirements can be found on the SVRA website.



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Owner of Record _____ SVRA Member # _____

Telephone _____

Address _____ City _____ State _____ Zip _____

Email _____

This page must have all parts completed or the application will not be reviewed.

Year of Mfg. 1959 Make/Model Chevrolet Corvette

Body Style Convertible

Car has period racing history (Historic Gold Medallion) No

Prepared for: Gold Medallion (General Racing Ltd.) Class G-2

Prep Level: Year of Manufacture _____ or Significant Period 1962

Brief explanation for the Prep Level date chosen:

1962 represents the final year of the solid axle (C-1) Corvette. Most of the Corvettes raced during this period were upgraded as Chevrolet introduced better "heavy duty" racing oriented parts. My car has the upgraded heads (461 casting) introduced in 1961 and is also equipped with the aluminum case T-10 which was not available until 1961. This car is representative of the 283 Corvettes run during the 1961-1962 period.

**At Indy
2014**





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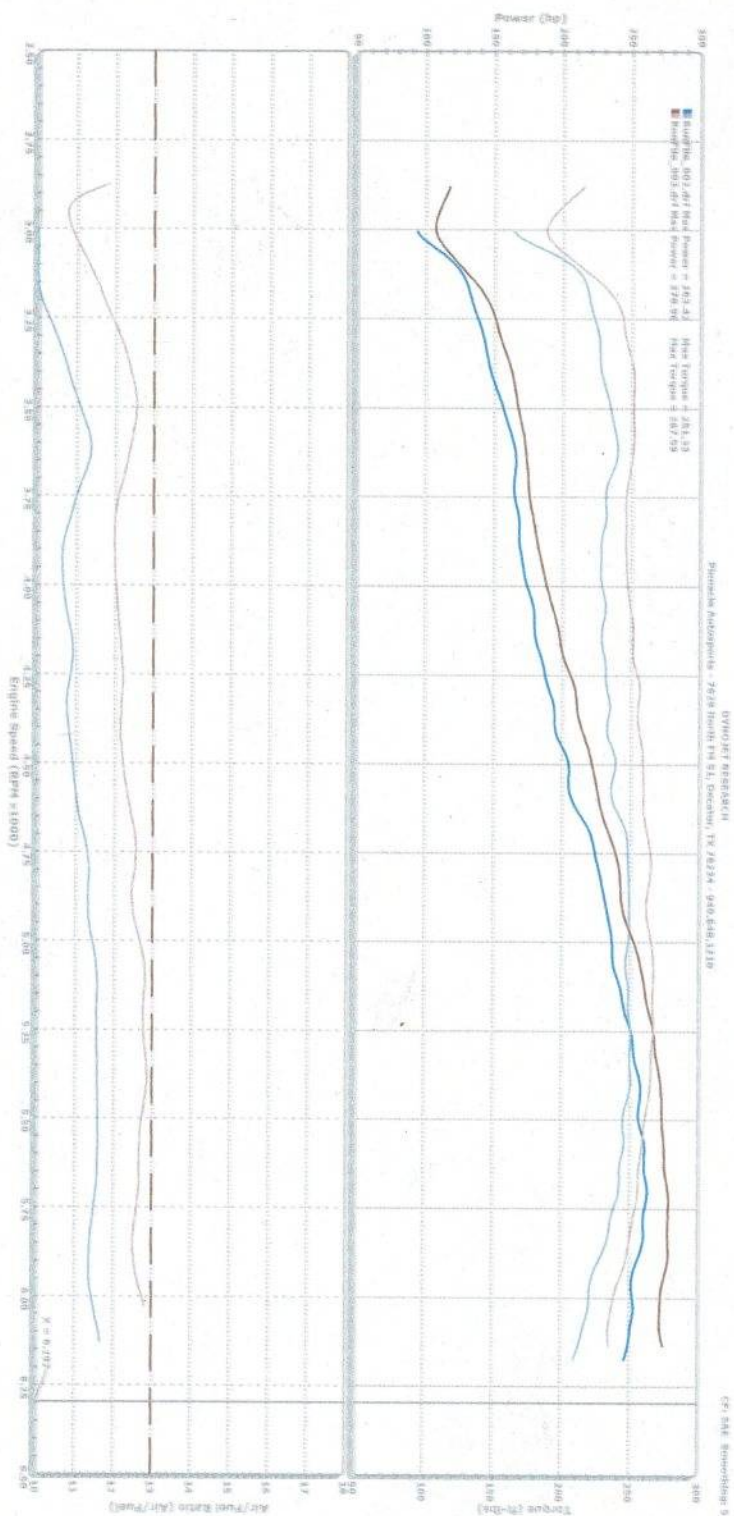
1). Gold Medallion cars are expected to run an engine that closely resembles the original specifications and performance as was raced in period. Production car horsepower must be approximately within 20% of what was available when the car was produced.

The engine must maintain original specification displacement and carburetion. 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.

Briefly describe exactly how the engine meets this criteria. Additional engine build information will be required and Dyno runs may be requested.

The engine block is a GM casting with 8 steel sleeves to allow for the smaller 283 bore size. The bore is 3.905" which is .030" over standard size. The crankshaft has the standard 3" stroke. Compression is essentially stock at 11 to 1. Valvetrain utilizes a flat tappet cam with stamped steel rockers. Valve material is stainless steel. Induction utilizes a stock GM dual 4 barrel manifold with two Carter AFB carburetors. These cars originally came with Carter WCFB carbs, but the 1962 SCCA rules allow carbs of the same make and type. AFB carburetors are period correct as they were available starting in 1957. Stock wet sump oiling is used. No carburetor air ducts are used. Water pump and alternator are modern aftermarket items. See attached chassis dyno run for engine horsepower. Advertised h.p. in 1961 for the allowed FI engine was 315. My engine produced 278.96 h.p. on a chassis dyno. Adding a conservative 20% to this for engine h.p. still puts it well within the requirement above.







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2). The cockpit and interior of the car is expected to remain period correct. The dashboard may have gauges / switches / instruments added or exchanged.

For production cars, removal of interior trim (gutting) cannot be done. Cars must have 2 seats, original and/or period bucket seats are allowed, original dash board (you may exchange or add instruments) and interior door panels.

Loose Floor mats or rugs should be removed and the window glass can be removed from the doors.

Briefly describe the changes made to the dashboard and how the rest of the interior meets the above criteria. Please supply photographs that show the relevant details.

The original gauge cluster is intact except that the speedometer face has been replaced with a large oil pressure warning light. The other original gauges remain in place, except the tachometer has been replaced with a modern vintage looking tach the same size as the original. Modern gauges are placed above the center console, not in the dash itself. Passenger side carpeting was removed to install a fire system and driver side carpeting was removed to install a fireproof mat. Carpeting remains on the tunnel. There are two seats and door panels. Windows and mechanisms are removed. Stock dash top remains as does stock center console complete with trim and ash tray. Mirrors have been replaced with modern racing mirrors.





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3). Cars must run on wheels of the same type and size as was used in period. Size refers specifically to rim width, diameter and off set as supplied with the car when raced or specified in the manufacturer's homologation statement. **A maximum of 0.5" increase in the rim width is allowed from these specifications.** Also tires must approximate the diameter, cross section and tread width of those **that the car was raced with originally.** There are only a few "Hard" compound tires that are allowed and can be found in the full regulations.

Briefly describe the wheel and tire combination and how it meets the above criteria.

Original wheel specification was 5.5" and only steel wheels were available. My car utilizes 6" stock type steel wheels. Currently the only tires I have found that may be suitable are the Hoosier 26.5x7.0-15 TD. I will be happy to run any tire that is appropriate.





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4). The exterior of the car is expected to present as period correct. Modern sponsorship and replica (tribute) livery is not allowed.

The lighting equipment must remain in place as well as any grills.

The bumpers may be removed (with all projecting hardware), open production cars may remove the tops and related hardware and windshields may be replaced by a suitable windscreen when appropriate.

Briefly describe the exterior presentation of the car and any changes that have been made to the aero devices on the front or back.

The car wears its original laquer paint, numbers and required safety stickers, but nothing else. The lights are there as well as the grille. No turn signals and no bumpers or bumper hardware. No top, no windshield, but a suitable windscreen is in place. There are no aero devices, flares or scoops of any kind. There are two holes on each side in the front where the bumpers used to be. That is a period modification that was intended to help brake cooling and is well documented.

Exception: The rules require all body panels to be of stock material. The "waterfall" on this car is constructed of a piece of aluminum sheet with the stock chrome trim pieces bonded to it. It is fastened with dzus fasteners instead of the original hinged arrangement. This is the piece that covers the convertible soft top. This is not a performance enhancement. This was done so that I would not have to destroy a valuable piece of original bodywork to accomodate the roll bar structure. This piece looks just like the original, but fits around the roll bar. I do not feel that it detracts from the vintage nature or look of the car, but it does not specifically meet the rule.



Front



Rear



Holes for brake cooling



Side

This is the "waterfall". As you can see, it looks very much like the original fiberglass piece.





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5). The brake assembly must be of the **original type, material and specifications** as when the car was raced or homologated. Drilled, slotted, and or vented rotors are not allowed unless originally fitted on the vehicle at the time of manufacture.

Briefly describe exactly how the brakes at both the front and rear of the car meet this criteria. There is no need to discuss the brake pad material.

Front and rear brakes are 11" cast iron drums as original. Rear shoes are stock width, and front brakes are 1/4" wider than stock (2 3/4") as allowed by the period rules. Backing plates are ventilated and there are scoops and ductwork under the car which do not utilize any holes in the bodywork. Modern dual master cylinders are fitted, but are tucked away down low and not very visible from the engine compartment.



Front Brake
Drum



Front Brake
With Factory
Optional
Fan



Rear Brake Drum



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6). The Gearbox and final drive must be period correct and must use stock replacement internal gearing of the same type, number of gears and manner of engagement. Production car gearboxes must be of the original type and specifications as when the car was produced, including **no after-market cases or internal gear sets** unless they are an OE type replacement. **Gear ratios must be as originally offered.**

Briefly describe the exactly how the gearbox, internal gear set and final drive meet this criteria.

The gearbox is a Richmond Super T-10 which is virtually identical to the original T-10 that came in the car. Aluminum case T-10s were fitted to Corvettes starting in early 1961.

A single disc 10 1/2" clutch is utilized with an aluminum flywheel. The bellhousing is an SFI rated scattershield. The driveshaft is stock and the rear end is also original. Rear end utilizes a Posi-traction type differential as was available originally. Rear axles have been replaced with after-market parts for safety.



Stock third member (also shows panhard bar)



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7). The suspension and chassis is expected to remain as originally raced or homologated. There are some acceptable replacement and strengthening of components that are known to be a point of failure. **The use of fabricated components on production cars is not allowed.** The shock absorbers and springs are expected to be comparable to the original components in both design and method of operation. **The use of modern racing components such as remote reservoir shock absorbers is prohibited.**

Briefly describe the exactly how the chassis / suspension / and shock absorbers meet this criteria.

All front suspension components are stock except that modern shocks are utilized in the stock locations. They are Bilstein standard type tube shocks. A stock sway bar is fitted. The rear end is a stock part, but has been fitted with a panhard bar. This was allowed specifically in later SCCA rules, but maybe not in 1962??? The cars came with axle locating rods, but they were proven to be ineffective back in the day and have been removed on my car. Front springs are heavy duty coils and rear are stock type leaf springs. Standard tube type shocks are also utilized in the rear. If the panhard bar is a problem, it can be removed, but I doubt that performance would be significantly affected.



Front
Suspension



Rear Shock, Spring, Brake
Duct



Rear Spring, Panhard
Mount