



SVRA Supplemental Tire Regulations

(Not for Gold Medallion Classes)

(Revision Date 1/2018)

Wheel diameter must be as originally fitted unless permitted in (the Spec Sheets).

Tires must be mounted following the manufacturers specification for wheel width.

Bodywork may not be modified beyond period specifications to accommodate approved tires.

Since tires are a consumable item, SVRA requires tires that are currently available and are of a reasonable age. There is no doubt that modern tire compounds and construction are vastly improved from what was available to competitors when our cars were originally raced.

The intent of these rules is to specify tires that are a reasonable compromise between the tires raced with during the period and what is currently available. Availability in sufficient sizes to maintain equitable tire performance within the Group and Class structure is of primary importance. We are looking for an appropriate level of dry grip for all the cars in a group, to avoid overloading suspension components.

Tires are evaluated by looking at their aspect ratio, tread pattern, carcass design and wear rating. **Some tire sizes/brands are acceptable based on true tire diameter and cross-section regardless of the listed aspect ratio.**

Some tires listed have been discontinued. These "Legacy" tires remain on the list as long as the age of the existing stock /sizes remain safe for racing use.

Group 1 - Molded Treaded Tires

Minimum aspect ratio of 60, except as listed on the right, tread depth—no less than 2/32" remaining, at all times, over **75%** of the tire.

Note: Bodywork may **NOT** be modified beyond period specifications to accommodate listed tires.

Wheels may be of an alternate material but must be of period design. They must be the correct diameter and width as specified within the Make and Model Regulations.

Approved Tires:

Avon Racing: 5.0/22-13 & 6.0/22-13 ACB 9 (ACB10 not permitted), CR6ZZ

Goodyear Eagle: 5.50/15 G12 or 12A

American Racing: 18/6.0-10 GT

Hoosier: 165/70-10, 185/60-13, 205/60-13, A70-13, 5.0-15; Street TD, Vintage TD, Speedster

Hoosier: 19.0x5.0-10, 20.5x6.0-13, 22.0x6.0-13TDR

Any Treaded, DOT approved Tires with a UTQG of 100 or greater with appropriate Speed Rating and a minimum Aspect Ratio of 60

For Toyo RA1's and Nitto NT01's, please see page 6 of this document

Group 2 - Molded Treaded Tires

As listed on right or in the latest Monoposto Racing Rules and Regulations

<http://www.monoposto.com/>

Shaving or reducing tread depth of tire by any means other than normal on track driving is prohibited.

Approved Tires:

FB:

All Monoposto approved tires

Hoosier: 21.0x9.0-13 R35B, 23.0x12.0-13 R35B

F1, F2, F3, FSV:

Dunlop: L, M, Post Historic CR65 and CR82

Avon: All-Weather H-003—H009

Grooved slicks that meet the Monoposto Racing and SVRA approved tread standard. A template is available. It is the driver's responsibility to ensure that all grooved slicks meet the approved standard.

Formula Jr: Dunlop L-204 Hard Compound. With other tires will be run as Formula C.

Formula Vee: Treaded tires per Monoposto Racing Rules.

(FF, CF, PCF)

Tires: for all classes (Wet or Dry)

Toyo Proxes R888, 185/60R/13

Toyo Proxes R888, 205/60R/13

Hoosier 135/545-13VFF

Hoosier 165/580-13VFF

Avon 5.0/22.0-13 A29 14297

Avon 6.5/23.0-13 A29 14298

Dunlop 135/545-13 CR82 9092 Formula Ford

Dunlop 165/580-13 CR82 9092 Formula Ford

Group 3 - Molded Treaded Tires

Minimum aspect ratio of 60, except as listed on the right, tread depth—no less than 2/32" remaining, at all times, over **75%** of the tire.

Note: Bodywork may **NOT** be modified beyond period specifications to accommodate listed tires.

Note: Please refer to the "Group 3 Description and Class List" for

Porsche 356 tire limitations and requirements.

For Toyo RA1's and Nitto NT01's, please see page 6 of this document

Approved Tires:

Avon Racing: 5.0/22-13, & 6.0/22-13, 6.5/23-13 ACB9 (ACB10 not permitted), 185/70-14 (CR6), CR6ZZ

Dunlop: All "L-series, up to 5.50M-13, 14, 15; 135/545-13 & 165/580-13 (9092)" Formula Ford"

Goodyear Eagle: 5.50/15 G12 or G12A

Hoosier: A70-13, P205/60D-13, 14 (Street TD), up to 5.50-15 (Vintage TD), 185/65-15 & 205/60-15 (Speedster)

Hoosier: 22.0x6.0-13, 23.0x6.5-14TDR, 135/545-13 & 165/580-13VFF

Any Treaded, DOT approved Tires with a UTQG of 100 or greater with appropriate Speed Rating and a minimum Aspect Ratio of 60

Wheels may be of an alternate material but must be of period design. They must be the correct diameter and width as specified within the Make and Model Regulations.

Tires may not extend beyond the fender opening.

| <p>Group 4 - Molded Treaded Tires</p> <p>Tires may not extend beyond the fender opening at the highest point of the tire.</p> | <p>Approved Tires:</p> <p>Modified Category: Dunlop L-series (204 or 484 compound). Blockley Continental</p> <p>Production Category: All listed above plus: Hoosier Vintage TD, Hoosier Street TD, Hoosier TDS, TDR or Goodyear Blue Streak Sports Car Specials</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| <p>Group 5 - Treaded Tires & Slicks</p> <p>While exact size and aspect ratio are not specified, the entrant must ensure that tire choice is appropriate for the car during the eligibility period.</p> | <p>Treaded racing tires or approved street tires with a suitable speed rating. Grooved bias-ply slicks with SVRA approved tread patterns. The approved tread patterns are: Dunlop: Dunlop: CR-65 and CR-82 tread patterns Avon: All-weather "H-Pattern" (the CR6ZZ radial and B pattern are not allowed) Goodyear: G-12 It is the driver's responsibility to ensure any grooved slicks meet the approved standard. Sports 2000 cars - see Rules published by the Vintage S2 N.A. for Spec Tires.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Group 6 - Molded Treaded Tires</p> <p>Wheels and Tires:</p> <p>Tires may not extend beyond the fender opening.</p> <p>Specifically Prohibited for Group 6:</p> <p>Any tire not listed in the Approved Tire list</p> <p>Wheels may be of an alternate material but must be of period design. They must be the correct diameter and width as specified within the Make and Model Regulations.</p> <p>Approved DOT Tires:</p> <p>Any Treaded, DOT approved Tires with a UTQG of 100 or greater with</p> | <p>Approved Tires: List per Make and Model is Listed below:</p> <table border="1"> <thead> <tr> <th>MAKE</th> <th>MODEL</th> <th>PRODUCTION PERIOD</th> <th>CLASS</th> <th>TIRE GROUP</th> </tr> </thead> <tbody> <tr><td>AC Cobra</td><td>289</td><td></td><td>(BP)</td><td>a, b</td></tr> <tr><td>AC Cobra</td><td>427</td><td></td><td>(AP)</td><td>a, b, c</td></tr> <tr><td>AMX Sports Coupe</td><td>290, 343, 360, 390</td><td></td><td>(BP)</td><td>a, b</td></tr> <tr><td>AMC</td><td>Javelin</td><td>1968-69</td><td>(TA)</td><td>a, b</td></tr> <tr><td>AMC</td><td>Javelin</td><td>1970-72</td><td>(TA)</td><td>a, b, c</td></tr> <tr><td>Aston Martin</td><td>DB4, DB5</td><td></td><td>(BP)</td><td>a.</td></tr> <tr><td>Chevrolet</td><td>Corvette 396, 427</td><td>1965-67</td><td>(AP)</td><td>a, b, c, d</td></tr> <tr><td>Chevrolet</td><td>Corvette 427, 454</td><td>1968-72</td><td>(AP)</td><td>a, b, c, d</td></tr> <tr><td>Chevrolet</td><td>Corvette 327</td><td>1963-67</td><td>(BP)</td><td>a, b</td></tr> <tr><td>Chevrolet</td><td>Corvette 350</td><td>1968-69</td><td>(BP)</td><td>a, b, d</td></tr> <tr><td>Chevrolet</td><td>Corvette 350</td><td>1970-72</td><td>(AP)</td><td>a, b, c, d</td></tr> <tr><td>Chevrolet</td><td>Camaro</td><td>1967-69</td><td>(TA)</td><td>a, b</td></tr> <tr><td>Chevrolet</td><td>Camaro</td><td>1970-72</td><td>(TA)</td><td>a, b, c</td></tr> <tr><td>Dodge</td><td>Dart</td><td></td><td>(AS)</td><td>a, b</td></tr> <tr><td>Dodge</td><td>Challenger</td><td>1968-72</td><td>(TA)</td><td>a, b, c</td></tr> <tr><td>Ferrari</td><td>250/275 GT, GTO</td><td></td><td>(BP)</td><td>a.</td></tr> <tr><td>Ferrari</td><td>365 GTB/4, 375</td><td></td><td>(BP)</td><td>a, b</td></tr> <tr><td>Ford</td><td>Falcon</td><td></td><td>(AS)</td><td>a, b</td></tr> <tr><td>Ford</td><td>Mustang</td><td>1964-67</td><td>(AS)</td><td>a, b</td></tr> <tr><td>Ford</td><td>Mustang</td><td>1968-69</td><td>(TA)</td><td>a, b</td></tr> <tr><td>Ford</td><td>Mustang BOSS 302</td><td>1970-72</td><td>(TA)</td><td>a, b, c</td></tr> <tr><td>Ford</td><td>Mustang BOSS 429</td><td>1970-72</td><td>(AP)</td><td>a, b, c</td></tr> <tr><td>Griffith</td><td>200/400</td><td></td><td>(AP)</td><td>a, b</td></tr> <tr><td>Jaguar</td><td>XKE</td><td>1962 +</td><td>(AP + BP)</td><td>a.</td></tr> <tr><td>Mercury</td><td>Cougar</td><td>1966-67</td><td>(AS)</td><td>a, b</td></tr> <tr><td>Mercury</td><td>Cougar</td><td>1968-69</td><td>(TA)</td><td>a, b, c</td></tr> <tr><td>Plymouth</td><td>Valiant, Barracuda</td><td>1964-67</td><td>(AS)</td><td>a, b</td></tr> <tr><td>Plymouth</td><td>Barracuda</td><td>1968-72</td><td>(TA)</td><td>a, b, c</td></tr> <tr><td>Pontiac</td><td>Firebird</td><td>1967-69</td><td>(TA)</td><td>a, b</td></tr> <tr><td>Pontiac</td><td>Firebird</td><td>1970-72</td><td>(TA)</td><td>a, b, c</td></tr> <tr><td>Shelby</td><td>GT 350</td><td>1965-67</td><td>(BP)</td><td>a, b</td></tr> <tr><td>Shelby</td><td>GT 500</td><td></td><td>(AP)</td><td>a, b, c</td></tr> </tbody> </table> <p>Tire Group (a): Tire Group (b):</p> | MAKE | MODEL | PRODUCTION PERIOD | CLASS | TIRE GROUP | AC Cobra | 289 | | (BP) | a, b | AC Cobra | 427 | | (AP) | a, b, c | AMX Sports Coupe | 290, 343, 360, 390 | | (BP) | a, b | AMC | Javelin | 1968-69 | (TA) | a, b | AMC | Javelin | 1970-72 | (TA) | a, b, c | Aston Martin | DB4, DB5 | | (BP) | a. | Chevrolet | Corvette 396, 427 | 1965-67 | (AP) | a, b, c, d | Chevrolet | Corvette 427, 454 | 1968-72 | (AP) | a, b, c, d | Chevrolet | Corvette 327 | 1963-67 | (BP) | a, b | Chevrolet | Corvette 350 | 1968-69 | (BP) | a, b, d | Chevrolet | Corvette 350 | 1970-72 | (AP) | a, b, c, d | Chevrolet | Camaro | 1967-69 | (TA) | a, b | Chevrolet | Camaro | 1970-72 | (TA) | a, b, c | Dodge | Dart | | (AS) | a, b | Dodge | Challenger | 1968-72 | (TA) | a, b, c | Ferrari | 250/275 GT, GTO | | (BP) | a. | Ferrari | 365 GTB/4, 375 | | (BP) | a, b | Ford | Falcon | | (AS) | a, b | Ford | Mustang | 1964-67 | (AS) | a, b | Ford | Mustang | 1968-69 | (TA) | a, b | Ford | Mustang BOSS 302 | 1970-72 | (TA) | a, b, c | Ford | Mustang BOSS 429 | 1970-72 | (AP) | a, b, c | Griffith | 200/400 | | (AP) | a, b | Jaguar | XKE | 1962 + | (AP + BP) | a. | Mercury | Cougar | 1966-67 | (AS) | a, b | Mercury | Cougar | 1968-69 | (TA) | a, b, c | Plymouth | Valiant, Barracuda | 1964-67 | (AS) | a, b | Plymouth | Barracuda | 1968-72 | (TA) | a, b, c | Pontiac | Firebird | 1967-69 | (TA) | a, b | Pontiac | Firebird | 1970-72 | (TA) | a, b, c | Shelby | GT 350 | 1965-67 | (BP) | a, b | Shelby | GT 500 | | (AP) | a, b, c |
| MAKE | MODEL | PRODUCTION PERIOD | CLASS | TIRE GROUP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AC Cobra | 289 | | (BP) | a, b | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AC Cobra | 427 | | (AP) | a, b, c | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AMX Sports Coupe | 290, 343, 360, 390 | | (BP) | a, b | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AMC | Javelin | 1968-69 | (TA) | a, b | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AMC | Javelin | 1970-72 | (TA) | a, b, c | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Aston Martin | DB4, DB5 | | (BP) | a. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chevrolet | Corvette 396, 427 | 1965-67 | (AP) | a, b, c, d | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chevrolet | Corvette 427, 454 | 1968-72 | (AP) | a, b, c, d | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chevrolet | Corvette 327 | 1963-67 | (BP) | a, b | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chevrolet | Corvette 350 | 1968-69 | (BP) | a, b, d | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chevrolet | Corvette 350 | 1970-72 | (AP) | a, b, c, d | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chevrolet | Camaro | 1967-69 | (TA) | a, b | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chevrolet | Camaro | 1970-72 | (TA) | a, b, c | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dodge | Dart | | (AS) | a, b | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dodge | Challenger | 1968-72 | (TA) | a, b, c | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ferrari | 250/275 GT, GTO | | (BP) | a. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ferrari | 365 GTB/4, 375 | | (BP) | a, b | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ford | Falcon | | (AS) | a, b | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ford | Mustang | 1964-67 | (AS) | a, b | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ford | Mustang | 1968-69 | (TA) | a, b | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ford | Mustang BOSS 302 | 1970-72 | (TA) | a, b, c | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ford | Mustang BOSS 429 | 1970-72 | (AP) | a, b, c | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Griffith | 200/400 | | (AP) | a, b | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jaguar | XKE | 1962 + | (AP + BP) | a. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mercury | Cougar | 1966-67 | (AS) | a, b | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mercury | Cougar | 1968-69 | (TA) | a, b, c | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Plymouth | Valiant, Barracuda | 1964-67 | (AS) | a, b | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Plymouth | Barracuda | 1968-72 | (TA) | a, b, c | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pontiac | Firebird | 1967-69 | (TA) | a, b | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pontiac | Firebird | 1970-72 | (TA) | a, b, c | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Shelby | GT 350 | 1965-67 | (BP) | a, b | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Shelby | GT 500 | | (AP) | a, b, c | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| <p>appropriate Speed Rating and a minimum Aspect Ratio of 60</p> <p>For Toyo RA1's and Nitto NT01's, please see page 6 of this document</p> | <table border="0"> <tr> <td>Dunlop M Series</td> <td>Goodyear 5.50, 6.00 & 7.00-15 Vintage S.C. Special</td> </tr> <tr> <td>Goodyear 5.50 & 6.00-15 Vintage S.C. Special</td> <td>Hoosier 275/60D-15 Street TDS</td> </tr> <tr> <td>Hoosier 225/50D, 225/60D, 245/60D-15 TDS</td> <td>Hoosier 26.5/9.5-15 Street TDS/R</td> </tr> <tr> <td>Hoosier 24.0x7.0-15, 25.5x8.0-15 TDR</td> <td>Hoosier 25.5/8.5-15 Street TDS/R (front only)</td> </tr> </table> <table border="0"> <tr> <td>Tire Group (c)</td> <td>Tire Group (d)</td> </tr> <tr> <td>Goodyear 8.00-15 Vintage Sports Car Special</td> <td>Hoosier 245/45-15 TDS (front only)</td> </tr> <tr> <td>Hoosier 25.5/10.00-15, 27.5/11.00-15 TDS/R</td> <td>Hoosier 24.0x8.0-15 TDR (front only)</td> </tr> <tr> <td>26.5/11-15 TDR</td> <td>Hoosier 25.5/8.5-15 TDS/R (front only)</td> </tr> </table> | Dunlop M Series | Goodyear 5.50, 6.00 & 7.00-15 Vintage S.C. Special | Goodyear 5.50 & 6.00-15 Vintage S.C. Special | Hoosier 275/60D-15 Street TDS | Hoosier 225/50D, 225/60D, 245/60D-15 TDS | Hoosier 26.5/9.5-15 Street TDS/R | Hoosier 24.0x7.0-15, 25.5x8.0-15 TDR | Hoosier 25.5/8.5-15 Street TDS/R (front only) | Tire Group (c) | Tire Group (d) | Goodyear 8.00-15 Vintage Sports Car Special | Hoosier 245/45-15 TDS (front only) | Hoosier 25.5/10.00-15, 27.5/11.00-15 TDS/R | Hoosier 24.0x8.0-15 TDR (front only) | 26.5/11-15 TDR | Hoosier 25.5/8.5-15 TDS/R (front only) |
| Dunlop M Series | Goodyear 5.50, 6.00 & 7.00-15 Vintage S.C. Special | | | | | | | | | | | | | | | | |
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| 26.5/11-15 TDR | Hoosier 25.5/8.5-15 TDS/R (front only) | | | | | | | | | | | | | | | | |
| <p>Group 7</p> | <p>Approved Tires:</p> <p>Racing slicks and treaded racing tires.</p> <p>While exact size and aspect ratio are not specified, entrants must ensure that tire choice is appropriate for the car during the eligibility period.</p> | | | | | | | | | | | | | | | | |
| <p>Group 8 - Molded Treaded Tires</p> <p>Minimum aspect ratio of 45, except certain car Make and Models, which have specific tire requirements listed in their Supplemental Regulations, tread depth—no less than 2/32” remaining, at all times, over 75% of the tire.</p> <p>Wheels may be of an alternate material but must be of period design. They must be the correct diameter and width as specified within the Supplemental Regulations of the Make and Model.</p> <p>Tires may not extend beyond the fender opening.</p> | <p>Approved tires:</p> <p>There are no specific sizes listed because of the large diversity of Group 8 cars. All Group 8 cars must use similar sized tires to what was used in the day, which is pre 1973. Using oversized tires is unacceptable and when in question, SVRA’s determination shall be the final word.</p> <p>Avon: ACB9, ACB10, CR6Z Goodyear Eagle: 5.50/15 G12 or G12A Hoosier: TDS, TDR, VFF & Speedster</p> <p>Any Treaded, DOT approved Tires with a UTQG of 100 or greater with appropriate Speed Rating and a minimum Aspect Ratio of 45</p> <p>Note: Group 8 must use approved full molded treaded tires, regardless of what specification tires a car may have competed with in a prior race series.</p> <p>For Toyo RA1's and Nitto NT01's, please see page 6 of this document</p> | | | | | | | | | | | | | | | | |
| <p>Group 9</p> <p>Monoposto Racing Rules and Regulations: monoposto.com</p> | <p>Approved tires:</p> <p>Suitable and appropriate slicks and treaded tires.</p> | | | | | | | | | | | | | | | | |
| <p>Group 10</p> <p>Group 10 cars are expected to have only period-correct equipment and specifications.</p> | <p>Approved Tires:</p> <p>Racing SLICKS. While exact size and aspect ratio are not specified, entrants must ensure that tire choice is appropriate for the car during the eligibility period.</p> | | | | | | | | | | | | | | | | |

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| <p>Group 11</p> <p>Group 11 cars are expected to have only period-correct equipment and specifications.</p> | <p>Approved Tires:</p> <p>Racing SLICKS. While exact size and aspect ratio are not specified, entrants must ensure that tire choice is appropriate for the car during the eligibility period.</p> |
| <p>Group 12</p> <p>Tire sizes must be used as listed in your cars specific racing series.</p> <p>Wheels may be of an alternate material but must be of period design. They must be the correct diameter and width as specified within your cars specific racing series</p> <p>Tires may not extend beyond the fender opening at the highest point of the tire.</p> | <p>GTU, MP1-3 Approved Tires: Hoosier: R6/R7</p> <p>CP, DP, EP, GT3, GT4: May use current slick tires with the appropriate sizes</p> <p>Any Treaded, DOT approved Tires with appropriate Speed Rating</p> <hr/> <p>Note: Group 12 must use above listed approved tires, regardless of what specification tires may have used in a prior racing series.</p> |
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Toyo RA-1 Wear Depths

Full Tread Depth

Legal minimum tread



Nitto NT01 Wear Depths

Full tread depth

Legal minimum tread



These tires must maintain a minimum of 2/32 tread depth across the complete racing surface of the tire. If any part of the tread is less than 2/32 exiting the track the tire will be considered illegal, flat spots excluded.