



## SVRA GROUP 1

### Description and Class List Revision Date 1/2018

#### Eligibility:

Recognized small displacement sports cars and sedans in production prior to 1973. Certain later models may be accepted on application.

Select G and H-modified and D-Sports Racers. Formula Vee, Formula 500, front-engine F/jr. Other cars by invitation.

#### Background and philosophy:

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

Cars are expected to be prepared to the SCCA standards that were in effect at the end 1967.

Post 1967 cars listed as eligible for Group 1 still must be prepared to 1967 standards. Similar models prepared to the FIA or other regulations are included and are classified accordingly

#### Relevant Documents:

- **General Rules and Regulations**
- **Group 1 Regulations**
- **Make and Model Regulations**
- **SVRA Tire Regulation**

#### Notes:

All Group 1 production cars should have headlights or covers that represent headlights, and appropriate grilles.

**\* These cars have SVRA Car and Make Regulations.**

### (1/FP) Vintage F-Production

- \*AC Ace/Aceca
- \*Alfa Romeo Duetto Spider Jr (1300)
- \*Alfa Romeo Giulia (1600) [single carb]
- \*Alfa Romeo Giulietta Spider Veloce (1300) - [dual Weber]
- \*Alpine-Renault A110 (1296)
- \*AH Sprite/MG Midget (1275)
- \*Austin Healey 100S, 100M, 100/4 [disc brakes]
- \*Datsun 1500 SPL-310 (1500)
- \*Datsun 1600 SPL-311/311-U (1600)
- Fairthorpe Minor (1147 Triumph)
- \*Fiat 124 Spider (1592,1608) [Single carb]
- Fiat X 1/9 (1290)
- \*Lotus Elite (1216 Climax)
- \*Lotus Seven (997 Ford) [dual Weber]
- Mercedes 190SL
- \*MGA 1600 (1588/1622)
- \*Morgan 4/4 series V (1498 Ford) [single carb]
- \*Saab Sonett V-4 (1513/1715)
- \*Sprinzel/Sebring Sprite (1275 BMC)
- \*Sunbeam Alpine/ Harrington LeMans (1725)
- \*Triumph Spitfire (1296) [twin SU]
- \*Triumph TR2, TR3 (1991) [twin SU]
- \*Turner (1098 Climax)
- \*TVR (1216 Climax)
- \*Unipower GT (1275 BMC)
- \*Volvo P-1800 (1790) [twin SU]
- \*WSM GT (1098 BMC)

### (1/GP) Vintage G-Production

- Arnolt Bristol
- \*Austin Healey 100/4, [drum brakes]
- \*AH Sprite/ MG Midget (1098)
- \*Alfa Romeo Giulietta Sprint Veloce (1300) - [dual Weber]
- \*Alpine-Renault A110 (1108)
- \*Datsun SPL-310U (1500)
- Davrian (998)
- \*Elva Courier (1500) [15" wheels, drum brakes]
- Fiat Abarth OTS 1000 coupe
- Ginetta G15 (998)
- \*Lotus Seven (948 BMC/997 Ford, twin SU)
- Lotus 6 (1500)
- \*MGA (1588 DOHC)
- \*MGA (1500) drum brakes
- \*Morgan 4/4 (1340 Ford) [single carb]
- \*Porsche 356A (1300)
- \*Triumph Spitfire (1147)
- \*Turner 950S (948, 1098 BMC)
- \*Sunbeam Alpine (1494, 1592)
- \*Sprinzel/Speedwell/Sebring Sprite (970, 1080)
- \*Honda S800

### (1/HP) Vintage H-Production

- \*Alfa Romeo Giulietta [single carb]
- \*AH Sprite/MG Midget (948)
- Berkeley B95 & B105
- Fiat-Abarth 850 dohc spider/coupe
- Lotus 6 (1172)
- \*MG T-series (1500)
- \*Morgan 4/4 (997 Ford)
- \*Saab Sonett (850)
- \*VW Karmann Ghia (1200/1300)

### (1/IP) Vintage I-Production

- \*AH Sprite/MG Midget (948) [drum brakes]
- Berkeley 328 & 500
- DB HBR-5 (850 Panhard)
- Fiat-Abarth 750/850 spider/coupe
- \*Fiat 850 Coupe & Spider
- Honda S600
- \*MG T-series (1250)
- \*Morgan 4/4 (1172 Ford)
- NSU Prinz & Sport Prinz
- O.S.C.A tipo 187
- H -Modified (750/850) front-engine

### (1/CS) Vintage Sedan 1 (C-Sedan)

- \*Alfa Romeo GT & GTA Jr (1290)
- \*Ford Super Anglia and Escort (1300)
- \*Datsun B210 (1300)
- Lancia Fulva HF (1298)
- NSU 1200TTS
- \*Mini Cooper-S (1275)
- Renault R8 & R10 Gordini (1255)
- VW Sedan, Fastback & Square back (1500, 1600)

### (1/DS) Vintage Sedan 2 (D-Sedan)

- Auto Union 1000SP, DKW 1000
- BMW 700
- Fiat-Abarth Berlina Corsa 1000
- Fiat Abarth 750/850 sedan
- \*Fiat 500/600D
- \*Ford Anglia (997)
- \*Mini Cooper 1098, 1071S, 997, 998, 970S, 850
- \*MG/Austin 1100/1300 Sport Sedan
- \*Morris Minor 1000 (948, 1098 BMC)
- NSU 1000, Wankle
- \*Saab 93, 96, Monte Carlo (750/850)
- Sunbeam Imp/ Singer Chamois (998)
- \*VW Sedan (1200/1300)

### (1/M) Modified (850-1100cc)

- Cooper-Climax (FWA 1098)
- Elva Mkl -VI (FWA 1098)
- Lola Mkl (FWA 1098)
- Lotus 9, 11 & 17 (FWA 1098)
- OSCA MT4 1100
- Tojeiro-Climax (FWA 1098)
- D-Sports Racer (under 850cc, rear engine)
- H-Modified (850) rear-engine

### (1/F) Formula (Select events in Group 2 or 4)

- Formula Vee (1200)
- Quantum Formula S (850 Saab),
- Formula Jr. (front engine 1000/1100)
- Formula III (500)

### (1/GM) Sports cars (850 - 1100) G-Modified

- Cooper-Climax (FWA 1098)
- Elva ME (FWA 1098)
- Lola MM (FWA 1098)
- Lotus 9, 11 & 17 (FWA 1098)
- OSCA MT4 1100
- Tojeiro-Climax (FWA 1098)



## SVRA GROUP 1 Regulations Revision Date 1/2018

**The intentions of the SVRA regulations are to update the safety features of the cars and to maintain the relative performance and behavior characteristics of the individual make and models.**

Group 1 classes generally follow the SCCA classes of 1967, with some adjustments for cars that were not recognized by the SCCA.

SVRA may include select later cars that fit well within this Group.

**Wheels:** Wheels may be of an alternate material but must be of a period design.

**Tires:** may not extend beyond the fender opening at the highest point of the tire. See the SVRA Tire Regulations for approved tires.

### Permitted and Required Specifications for all Makes and Models

**General:** All production years of a recognized Make and Model may be updated or backdated within that production range. Most makes and models listed in the Group 1 Regulations have SVRA Make and Model Regulations which list any additional specifications that are allowed. When in conflict, the Group Regulations shall prevail.

**Engines:** Must be standard or optional series, bore and stroke as provided by the manufacturer for make and model Bore may be increased by .047" (1.2mm).

Cylinder head must be series produced by manufacturer for make and model.

Intake manifolds and exhaust headers are free.

Internal engine parts are free.

Any accumulator (Accusump), oil cooler, filter or strainer is permitted.

Roller rocker arms are permitted.

Alternate period carbs are permitted. If the result is more throttles than standard then the car moves to next higher class. Induction system type must be as raced in period.

Example: (1) Weber DCOE for (2) SU, no penalty. (2) Weber DCOE for (2) SU, move up one class.

Electronic ignition is permitted and must be triggered by a distributor that fits without modifying the engine block.

Substitution of any alternator for the standard generator is permitted; if no charging system, **add 25# to official weight.**

**Drive Train:** Standard Transmissions may be replaced with an alternate **Production** based Transmission of the same number of forward speeds.

4-speed w/overdrive units may be replaced with a 5-speed Production based Transmission.

**Transmission Definition - Production** = Syncro..... **Racing** = Dog Ring

When a **Racing** Transmission is used **add 75lbs to Official Weight.**

Reverse gear must be functional.

Live rear axle unit may be modified or replaced as long as the track dimension, brake size and type is not changed.

Differential types are free

Flywheels, clutches, driveshaft, axles, universals, CV joints, hubs and all gear ratios are free.

Wheels must be of period design.

**Chassis:** Springs, torsion bars, sway bars, spindles, etc. are free as long as the number of suspension links does not vary from OEM and the track remains correct. Sway bars, if used by the manufacturer as a primary suspension locating link, may not vary from OEM.

No fabricated front control arms (A-frames) are permitted.

Rear axle locating devices are permitted such as traction bars and panhard bars. These may not pass into the passenger compartment.

Rear suspension/axle assembly Method of Operation must be as raced in period.

Tube type shocks may replace lever type (rear only).

Shocks may not be relocated and may not have remote reservoirs.

Brakes must be of the same type and diameter as standard and may have appropriate cooling ducts.

Disc brake calipers must be of same material, design, number of pistons as standard unless listed as an option.

**Body and Coachwork:** Material of bodywork must be standard or a listed option for make/model.

Bonnet may be louvered but may not have a non-standard air scoop or vent.

Removal of windscreen is permitted (a suitable transparent racing screen must replace the standard unit).

Polycarbonate material may replace all glass.

Removal of bumpers is permitted so long as the mounting brackets are also removed. No alternate bumpers or nerf bars are allowed.

Wheel openings must remain standard. It is permitted to remove or fold lip and pull it out a maximum of 1" so long as no compound curve (flare) is formed.

Removal of turn signals and parking lamps is permitted and the resulting holes may be used for ducting or covered by a plate.

Headlights are recommended; if Headlights are removed, trim rings plus covers must remain in place.

Passenger seat is recommended, but not required.

No hard tonneau cover is permitted.

No airdam or spoiler is permitted.

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

Fiberglass Body parts may be approved on an individual basis

**Official weight:** (See Make and Model Regulations). Any residual fuel at the end of a race is considered proper weight.

Any weight penalties will be in addition to the Make and Model minimum weight.

All cars are weighed with driver add 185 to the car minimum weight.

**SVRA statement on appropriate modifications and configuration:** A corollary to the above SCCA standards when applied to Vintage racing is that items which may have been legal under the SCCA regulations but **cannot be documented to have actually been used by a competitor during the period 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, 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.