SVRA GROUP 3
Description and Class List
Revision Date 1/2018

Eligibility:

Recognized series produced sports cars and sedans in production prior to 1973. Other cars by invitation.

Background and philosophy:

Group 3 consists mainly of medium displacement sports cars and sedans that represent the 'Golden Age' of club racing in the USA.

These cars were the main stay of the SCCA production car classes. Cars are expected to be prepared to the SCCA standards that were in effect at the end of the eligibility period (1967).

Post 1967 cars listed as eligible for Group 3 still must be prepared to 1967 standards. Similar models prepared to the FIA or other regulations are included and are classified accordingly.

Group 3 classes generally follow the SCCA classes of 1967, with some adjustments for cars that were either not recognized by the SCCA or have specifications that significantly change their relative performance.

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

Relevant Documents:
- General Rules and Regulations
- Group 3 Regulations
- Make and Model Regulations
- SVRA Tire Regulations

Notes:

All Group 3 production cars should have headlights or covers that represent headlights, and appropriate grilles.

* These cars have SVRA Supplemental Regulations.

(3/CP) Vintage C-Production
Abarth-Simca 1300
*Alfa Romeo GT2 / TZ1 single plug (1570)
*Austin Healey 3000 (2912) [triple Weber]
*Datsun 2000 SR(L)311-U (1982) [dual Solex (Mikuni)]
*Elva Courier (1798)
*Ginetta G-4 (1500)
*Jaguar XK-120/140 (3.8) [dual Weber]
*Lotus Elan plus 2 (1588cc)
*Morgan Super Sports (2138) [dual Weber]
*Porsche 356 Carrera 2000GS
*Porsche 356 (1600) radial tires
*Sunbeam Tiger (260/289cid)
*Triumph TR4, TR4A (2138) [dual Weber]

Cars that originally came with 14" wheels may go up or down 1" on the diameter.

(3/EP) Vintage E-Production
*Alfa Romeo Giulia Veloce, Spider Duetto (1570)
*Alfa Romeo Giulia Sprint, Sprint Speciale
*Alfa Romeo Duetto & Spider (1779)
*Alpine-Renault (1600)
*Austin Healey 100/6 (2639)
*Datsun 510 (1559, 1770)
*Ford Cortina GT MkI (1498)
*Ford Escort, Pinto, Capri, Cortina Mk II (1598)
*Jaguar MkII sedan (3.4/3.8)
*Lotus Cortina (1558)
*SAAB V-4 (1498, 1698)
*Volvo PV-444, 544 (B16, B18)
*Volvo 122S/142 (B18)

3/BS cars must have steel body work and may not have Flairs or FIA Body Kits.

Most of the cars above are eligible for the B-Sedan Challenge. Please see the link below for more info.

svra.com/competitors/b-sedan-challenge/
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 3 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. Material may be removed by machining or grinding, but may not be added to any engine component. Intake manifolds and exhauster 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. Any accumulator (Accusump), oil cooler, filter or strainer is permitted. Rollers, 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.

Body and Coachwork: Material of bodywork must be standard or a listed option for make and model. Bonnet may be louvered but may not have a non-standard air scoop or vent. Removal of windscreens 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 max. of 1” so long as no compound curve (flare) is formed. No flairs or body kits are permitted without approval. 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 will be weighed with driver, add 155# to the cars specified weight for total 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.