



## SVRA GROUP 8 Description and Class List Revision Date 1/2018

### Eligibility:

Recognized series produced sports cars and sedans in production to 1972, later cars must be approved.

### Background and philosophy:

Group Eight consists mainly of medium displacement sports cars and sedans.

Cars are expected to be prepared to the SCCA standards for 1972 or earlier, even though an individual car or make may have been produced later than 1972.

Group Eight classes generally follow the SCCA classes of 1972, with some adjustments for cars that were either not recognized by the SCCA or have specifications that significantly changed their relative performance.

### Relevant Documents:

- **General Rules and Regulations**
- **Group 8 Regulations**
- **Make and Model Regulations**
- **SVRA Tire Regulations**
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### Notes:

\* These cars have SVRA Supplemental Regulations.

**Group 8 must use approved full tread tires, regardless of what specification tires a car may have competed with in prior race series.**

**SVRA reserves the right to add weight, restrictors and or reduce tire and wheel sizes to any car deemed over prepared.**

**Definition of "over prepared"**  
Any modifications that were not acceptable pre 1973.

### (8/AP) A-Production

- \*Alfa Romeo GTZ / TZ1 Twin plug (1570)
- \*Datsun 280Z/280ZX (2.8L)
- \*Ferrari 308 GT4/GTB (3.0L)
- \*Ginetta G-4 (DOHC)
- \*MGB/GT-V8 (3.5L) [Stock Production]
- \*Porsche 911S, ST (2.2-2.5L)
- \*Porsche 914/6 (2.2-2.4L)
- \*Triumph TR-8 (3.5L)

### (8/BP) B-Production

- \*Datsun 260Z (2.6L)
- \*Ginetta G-4 (1598cc) x-flow
- \*Lotus/Caterham Super 7 (1598cc) x-flow, (1558cc) DOHC
- \*Lotus Elan, 26R specs (1558cc)
- \*Lotus 47 Europa (1558cc)
- \*Mazda RX-7 (13B) (1986-88)
- \*Morgan +8 (3.5L)
- \*Porsche 911R (1991cc)
- \*Porsche 911E, S (1991cc) "R" specs
- \*Porsche 911E, S (2.2L/FI)
- \*914/6GT (2.0L)
- \*Porsche 944S2/968 (3.0L)
- \*Porsche 944Turbo
- \*Toyota MR2, Mk 2 supercharged
- \*TVR (all V6)

### (8/CP) C-Production

- \*Datsun 240Z (2.4L)
- Ferrari 246GT Dino
- Ginetta G4 (1.5L)
- Jensen Healey (2.0L) [Weber, Delorto]
- \*Lotus Elan (1558cc)
- Lotus Esprit (2.0/2.2L) (1976-87)
- \*Lotus Europa type 46 (1.6L, twin cam)
- \*Lotus Super 7 (1498cc) [dual Weber] (note Group 3 options)
- \*Mazda RX-7 (12A) (1978-85)
- \*Pontiac Fiero V6 (2.8L)
- \*Porsche 911, L, S, T (2.0/2.2L) single plug
- \*Porsche 914/6 (2.0L) single plug
- \*Porsche 924/931/937 Turbo (2.0L)
- \*Porsche 944 (2.5L)
- \*Porsche 924S/944S (2.5L/2.7L)
- \*Toyota MR2, Mk 2 (1998/2162cc)
- \*Triumph TR6 (2498cc) [triple Weber]
- \*TVR 2500 (2498cc)

### (8/DP) D-Production

- \*Alpine-Renault A310, GTA
- \*Alfa Romeo Spider all (1962cc)
- \*Fiat 2000 Spider (1995cc) (1978-85)
- \*Jensen Healey & Jensen GT (1973cc) [Stromberg]
- Lancia Stratos (2.5L)
- \*Lotus Seven series 4 (1598cc) X-flow
- \*Pontiac Fiero (2.5L)
- \*Porsche 914S, 914/4 (1971cc)
- \*Porsche 924, 924S (2.0L)
- \*Toyota MR2, Mk 1 (1587cc)
- \*Triumph TR-7 (1998cc)
- \*Triumph TR250, TR5, TR6 (2498cc)
- Fiat X 1/9 (1498cc)

### (8/RS) Rally (IMC and early WRC)

- Alfa Romeo GTV-6 (2.5L) (1982-86)
- AMC Gremlin, Concord, Sprint
- \*BMW 2500, 318, 320, 323
- \*BMW 2002 Turbo
- Chevrolet Corvair (2687cc)
- \*Dodge Dart, Plymouth Valiant, Barracuda (Slant-6)
- \*Ford Escort/ Capri RS2600 (Cosworth 2.6L)
- Mazda RX-4
- Triumph Vitesse (2.5L)
- VW Rabbit, Sirocco
- \*Volvo 164 (2980cc)
- \*Volvo 242/ 244 (2127cc)
- Select Firehawk/Escort Touring sedans

### (8/BS) Historic Sedans: Trans-Am U2 Liter, Trans-Am 2.5 Challenge Sedans, SCCA B-Sedan

- \*Alfa Romeo GTA, GTV, TI Berlina (1779, 1962cc)
- \*BMW 2000Ti, 2002, 2002Ti, 2002Tii (1990cc)
- Chevrolet Vega, Cosworth Vega
- \*Datsun 510, 610, 710, 810 (1770/1952cc)
- \*Ford Capri/Escort (1588cc) BDA
- \*Ford Capri, Mustang II, Pinto (2.3L)
- \*Ford Escort/Capri/Pinto (1.6/2.0L)
- Mazda RX-2, RX-3
- Toyota Celica (1858/1968cc)
- Triumph Vitesse (1986cc)
- \*Volvo 122, 142, 144, (1986cc)

Please see the B-Sedan Challenge Document at the link below for the most current rules on the cars listed above.

[svra.com/competitors/b-sedan-challenge/](http://svra.com/competitors/b-sedan-challenge/)

### (8/BSL) Similar to cars above, prepared to the B-Sedan Lite rules.

Please see the B-Sedan Challenge Document at the link below for the most current rules on the cars listed above.

[svra.com/competitors/b-sedan-challenge/](http://svra.com/competitors/b-sedan-challenge/)

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



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**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.**

SVRA may include select later cars that fit well with these cars.

**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.

**All cars are weighed with driver exiting track, add 185# to specified car weight for total official weight.**

**Roll Cage;**  
**Any extra Tubing added to the chassis will incur a weight penalty.**

**Extra Tubing defined;**

- **Anymore than 2 tubes from the front hoop forward to the front shock tower or subframe.**
- **Any X bracing on the under side of the chassis.**
- **Anymore than 2 diagonal tubes rearward of the main roll bar.**
- **Any tubing connecting the rear shocks or strut towers.**

## 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 8 Regulations have SVRA Make and Model Regulations which list any additional specifications that are allowed. When in conflict, the Group Regulations shall prevail.

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**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 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.**

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**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.

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**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 and size as standard unless listed as an option. Any car that has upgraded to rear disc brakes will carry a 50# weight penalty.

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**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 max. 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 may be removed. If the opening is used for ducting it must be screened off, otherwise it must be blanked off. The original bezel / Trim must remain in place.

No hard tonneau cover is permitted.

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

Fiberglass Body parts may be approved on an individual basis.

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**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.

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**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.