



SVRA GROUP 6

Description and Class List

Revision Date 2/20

Eligibility:

Recognized series produced Big Bore sports cars and sedans in production prior to 1972, select production sports cars over 2.5 litre and production cars from restricted race series.

Background and philosophy:

Group 6 consists mainly of large 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 A&B Production and A Sedan classes and the over 2 liter Trans-Am series. Cars are expected to be prepared to the SCCA standards that were in effect at the end of the eligibility period (1972) or earlier. Similar models prepared to the FIA or other regulations may be included and are classified accordingly.

Group 6 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 change their relative performance.

Relevant Documents:

- General Rules and Regulations
- Group 6 Regulations
- Make and Model Regulations
- SVRA Tire Regulations

Notes:

Group splitting will be done at the Competition Directors discretion

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 more advanced than 1972.

(6/AP) A-Production

AC Cobra (427cid FE)
AC Cobra (289 FIA)
1967-69 Chevrolet Camaro (350, 396, 427ci)
1970-72 Chevrolet Camaro (350, 396, 427, 454ci)
1965-67 Chevrolet Corvette <C2> (427cid)
1968-72 Chevrolet Corvette <C3> (427/454ci)
1969 Yenko Camaro (427cid)
Chevrolet Corvette Grand Sport (6.2L V8)
DeTomaso Pantera and Mangusta (351cid)
1967-68 Mustang (390FE)
1968 Mustang (428CJ)
1969-70 Mustang (351C or W, 390FE, 428CJ, 429Boss)
1971-72 Mustang (351C, 429CJ)
Ford Boss 429
1965-71 Jaguar XKE (4.2L) Wide Angle or Twin plug head
1965-71 Jaguar XKE SIII V12 (5.4L)
Shelby Cobra Daytona Coupe (289)
Shelby GT-500 (428cid)

(6/BP) B-Production

AC Cobra (289cid)
AMX Sports Coupe (290/343/360/390cid)
Aston Martin DB5/DB6 (4.0/4.2L)
Chevrolet Corvette 1963-67 <C2> (327cid)
Chevrolet Corvette 1968-72 <C3> (327/350cid)
Ferrari 250/275 GT, GTO, GTB, 2+2 (3.0/3.3L)
Ferrari 365 GTB
Ferrari 365 GTB/4 Daytona (4.4L)
Griffith 200/400 (289cid)
Shelby GT-350 (302, 1968-70)
Shelby GT-350 (289, 1965-67)
Sunbeam Tiger (289cid)
Jaguar XKE (3.8/4.2L, Weber)
TVR (289/302 cid)

(6/TA) Trans-Am

1968-72 AMC Javelin
1967-72 Chevrolet Camaro
1968-72 Dodge Challenger
1968-72 Ford Mustang & Boss 302
1968-69 Mercury Cougar (302cid)
1968-72 Plymouth Barracuda
1967-72 Pontiac Firebird

(6/AS) Historic A-Sedan

Chevrolet Chevy II Nova
Dodge Dart (273cid)
1965-68 Ford Mustang (289cid)
Ford Falcon (260/289cid)
Mercury Comet (289cid)
1966-67 Mercury Cougar (289cid)
Plymouth Barracuda and Valiant (271cid)
Pontiac GTO and Tempest

(6/RSR) Historic Porsche 911

Porsche 911 RSR / IROC (3.0L max)



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Group 6 must use approved full tread tires, regardless of what specification tires a car may have competed with in prior race series.

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 6 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. Stock appearing aftermarket heads of correct material, valve angle and plug angle are permitted.

Exhauster headers are free.

Internal engine parts are free as long as critical dimensions are standard.

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

SVRA Group 6 cars are permitted to use an external dry sump.

Roller rocker arms are permitted.

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.

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

A dog ring transmission may be used with no added weight penalty.

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 track remains correct.

Rear axle locating devices are permitted such as traction bars and panhard bars, these may not enter the passenger compartment. No fabricated control arms (A-frames) are permitted.

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 and model.

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.

Head lights 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.

Wheels and Tires: 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.

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.

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.