SVRA GROUP 6
Description and Class List
Revision Date 5/21

Eligibility for Group 6 - GT:

Recognized series produced Big Bore sports cars and sedans in production prior to 1972, select production sports cars over 2.5 liter and production cars from restricted race series that are modified to post 1972 specs and cars that are modified beyond the traditional Group 6 specifications.

Tire sizes are limited by the tire rule Specification sheet by Group 6 Classifications.

The Group 6GT Class OEM CID factors for total weight override all car specification sheets that have not been updated.

All engines must use the OEM bore and stroke.

Relevant Documents:

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

(6/GT) (10" max wheel width)

Group 6GT definition is for any car that qualifies for Group 6 only.
All engine specs, displacements and brakes must follow the cars spec sheet with no allowances.

Any 1 or more items below may place a car in 6GT

Non OEM, Lightweight body work
Bodywork mounted in non-factory positions
Bodywork attached with Dzus or non-factory methods
Aluminum or non-factory front or rear firewalls and or floors
Non OEM suspension pick up points
Over the chassis rail headers
Engine locations changed from original
Windshields moved from their stock position
Modified hood profiles from what was used pre 1973
Unapproved rear end modifications
Tubing installed to mimic early GT1 specs
Non factory track widths and or wheelbase
Non period correct wheels
Wheels wider than allowed for class B and C
Other modifications beyond what is considered period or standard for Group 6

SVRA reserves the right to place any Group 6 car into Class GT that is deemed too advanced according to the standard Group 6 rules, classifications or post 1972 modifications, cars may be placed into Group 10 in extreme cases.

All Group 6GT cars will use the below weight factors applied to the OEM displacement of the engine. Any engine larger than the approved specification will use the weight factor multiplied by the "actual" displacement to reach cars total weight.

The multiplication factors include driver's weight.

BB - Actual CID X 7.05lbs for American push rod engines
SB - Actual CID X 8.1lbs for American push rod engines
OHC engines "Jaguar" - Actual CID X 9.3lbs
Other CID X displacements on an individual basis

Examples of weights:

OEM CID	New weights includes driver	
		Big Block Factor
454	3201	7.05
427	3010	
		Small block factor
327	2649	8.1
350	2835	
		OHC factor
4.2	2492	9.3

SVRA GROUP 6
Description and Class List
Revision Date 5/21

Eligibility: Group 6 - AP, BP, TAS

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.

All engines must use the OEM bore and stroke, The bore may be + 1.2mm over bored.

Wheel widths are limited by a "cars" specification sheet and not the Group 6 Class max wheel width limitations. Example; if a car has a 7" wheel maximum limitation on the spec sheet you may not use an 8.5" wheel. The wheel widths on the current spec sheets have been in place for years and will not change.

Tire sizes are limited by the tire rule Spec sheet by Group 6 Class.

Relevant Documents:

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

(6AP) (10" max wheel width)

Any Group 6 prepared non GT car with 10" wheels
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)

(6BP) (8.5" max wheel width)

Any Group 6 prepared Car with 327-350ci engines
AC Cobra (289ci,flat side)
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)
Jaguar XKE (3.8/4.2L, Weber)

(6TAS) (8.5" max wheel width)

Any Group 6 prepared car with 260-302ci engines
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
Griffith 200/400 (289cid)
Shelby GT-350 (302, 1968-70)
Shelby GT-350 (289, 1965-67)
Sunbeam Tiger (289cid)
TVR (289/302 cid)
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

New weights include driver

260-289 factor 10.03
302 factor 10.43

Examples;

289 x 10.03 = 2899
302 x 10.43 = 3150

The Group 6TAS Class weight factors for total weight override all car specification sheets that have not been updated.

(6/RSR) Historic Porsche 911

Porsche 911 RSR / IROC (3.0L max)

SVRA GROUP 6 Regulations

Revision Date 5/21

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 diaganal 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 .060
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, between engine and frame rail.
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.