



SVRA GROUP 10

Description and Class List

Revision Date **01/2022**

Eligibility:

1. Trans-Am, IMSA & FIA Group 4/5 cars
2. NASCAR Cup and Busch/Nationwide Stock Cars
3. Modern Production based cars as raced in a professional series from 1999 to today. These cars will be accepted on an individual basis and placed in an appropriate GT class.

Background and philosophy:

Group 10 consists of GT1 – GT5 cars are based on Trans-Am and IMSA specifications as published in the Trans-Am and IMSA Rules, as well as NASCAR / Stock cars. Late model production based cars from various racing series are included as well.

Modifications:

As listed in the SVRA General Rules and Regulations and as appropriate for the make and model as it competed in a recognized racing series.

It is the responsibility of the competitor to identify' the series his car has competed in and prepare it accordingly.

Relevant Documents:

- General Rules and Regulations
- Group 10 Regulations
- Make and Model Regulations
- SVRA Tire Regulations

GT CATEGORY: GT1 – GT5, Classes are for cars prepared as all-out race cars with tube or semi-tube frames and alternate suspension, brakes, bodywork, etc. as raced in SCCA Trans Am, IMSA and FIA Group 4/5 cars. Also may include cars prepared BEYOND the limits of their original classification.

(GT1) 1973-1985

(GT2) 1986-1996

(GT3) 1997–2010

(GT4) 2011-current

(GT5) All cars under 3 liters, 1973 - current

BMW 2.8/3.0 CSL, 320i
BMW 3.5L CSL, M1
Camaro GT1
Camaro IMSA Spec
Camaro TA,
Chevrolet Corvette, Camaro
Chevrolet Monza, Vega, Camaro, Corvette
Corvette GT1
Corvette IMSA Spec
Corvette TA,
Datsun 240Z, 260Z, 280Z, ZX
DeTomaso Pantera
Dodge Viper, Stealth
Ferrari 308 to current
Ford Mustang and Trans Am
Ford Mustang, Mercury Cougar, Capri
IMSA All-American Sedans (Kelley Cam)
Jaguar XKE series 3 V12 / XJS
Lotus Esprit Turbo
Mazda RX7 / MX6
Mercury Capri
Mercury Cougar
Merkur, Capri
Mustang Cobra
Nissan 240SX
Nissan 300ZX
Oldsmobile Aurora IMSA GTS, Cutlass
Pontiac Fiero
Porsche 911, 930, 934, 924 GTR, 914, 924 and 944 turbo
Porsche 993 GT2, GT3 Cup Car
Toyota MR2
Triumph TR8

Late model "ASA type non Cup Cars" with fiberglass bodies, minimum weight - 2935lbs with driver exiting track

NASCAR/Busch/Nationwide Series Stock Cars

- (10SC1)** NASCAR Cup/Busch Stock Cars (1980 and Earlier)
- (10SC2)** NASCAR Cup/Busch Stock Cars (1981-1995)
- (10SC3)** NASCAR Cup/Nationwide Cars (1996-2006)
- (10SC4)** NASCAR Cup/Nationwide Cars (2007-5 years prior to current date)

All Stock Cars minimum weight is 3300lbs with driver exiting track.



SVRA GROUP 10 Regulations

Revision Date **01/2022**

Modifications:

As listed in the SVRA General Rules and Regulations and as appropriate for the make and model as it competed in a recognized racing series.

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.

The default in all cases is the SVRA Group 10 Regulations.

The burden of proof for all specifications shall be the car owners responsibility and when in question must provide SVRA appropriate documentation. SVRA may penalize or disqualify any car for non compliance.

All classes must have documentation proving the minimum weight for their car within claimed racing series.

Permitted and Required Specifications for all Production Category Makes and Models

General: All production years of a recognized make and model may be updated or backdated within that production range. Cars which exceed these standards will be reclassified at the Technical Directors discretion.

**Engines:
Drive Train:
Chassis:
Body and Coachwork:
Official weight:
Wheels:**

All of the above mentioned items for all Group 10 cars must be exactly as raced in their designated period.

Official weight: Measured with driver exiting the track.
Any weight penalties or competition adjustments will be in addition to the standard weight.

SVRA statement on appropriate modifications and configuration: A corollary to any racing series standards when applied to Vintage racing is that items which may have been legal under particular series 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 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.

Any car using upgraded aero or engine combinations from a later time period will be moved to the class where these items are permitted. It is the car owners responsibly to prove his particular specifications with period documentation and pictures.

Cars will be classed by the year / model first and adjusted by the year of preparation level second.