



**SVRA GROUP 12**  
**Description and Class List**  
 Revision Date **01/2025**

**Eligibility:**

1. Select GT Sports Cars and Sedans raced after 1973.
2. Production-based contemporary cars classed by year (Modern Production)
3. Post 1972 SCCA CP, DP, EP, GT3, GT4 up to 1994.

**Background and philosophy:**

GT Sports Cars and Sedans must have been built or modified so as to compete in a recognized race series. Exceptions must have specific approval in advance of entry application.

GTU and GTO are based on IMSA GT as published in the IMSA Code.

The post 1972 SCCA cars must be prepared to the GCR of claimed point in time the car is prepared to.

**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 a competitor to identify the series his car could have competed in and prepare it accordingly.

**Relevant Documents:**

- General Rules and Regulations
- Group 12 Regulations
- Make and Model Regulations
- SVRA Tire Regulations

**Notes:**

Cars marked with an (\*) have preparation guidelines published by SVRA to help define the period standards

**PRODUCTION BASED - Contemporary Cars as raced in a Professional Race Series up to 5 years prior to date, based on specific date ranges. All these cars will be prepared to original specifications according to their respective racing series. Select Cars by invitation only. These cars must retain their original body tubs, bodywork, engines, gearboxes, suspension, etc. and may not be modified in any way. They must retain the outward appearance of streetcars of the particular makes and models, GTU/GTO and SCCA class's being the exception. Group 12 is split into 12a (faster cars) and 12b (slower cars) at the Technical Directors discretion. "Typically" V8 cars run in 12a and 4-and 6 cylinder cars run in 12b.**

**(12/GTO)**

BMW 3.0 CSL (3500)  
 \*Ford Capri (3.0L+)

**(12/GTU)**

Datsun "Z" IMSA spec (2.4-2.8L)  
 \*Porsche 911, 911SC (3.0/3.2L, stock)  
 \*Porsche 911 (up to 2.5L)  
 \*Porsche 914/6 (up to 2.5L)  
 \*MGB/GT-V8 (3.5L)  
 \*Ford Escort/ Capri RS2600 (Cosworth 2.6L)  
 Most small-bore FIA cars with Body Kits

**Post 1972**

**Modern Production**

**(12MP1)**

**1973-1983**

**(12MP2)**

**1984-1993**

**(12MP3)**

**1994- 2003**

**(12 MP4)**

**2004-5 years prior to date**

**(12GT1)**

**(SCCA CP, DP, EP, GT3, GT4)**

**1973-Current**

**Modern Production**  
**(MP Eligible Cars)**

(This is not a definitive list)

Aston Martin DBS  
 Audi s4, s4sport (2.7 L)  
 \*BMW CSL (3.0-3.5L)  
 BMW E30 and newer  
 BMW M1 (3.5L)  
 BMW M3 (2.5/2.7L)  
 BMW M3 (3.0L)  
 \*Chevrolet Corvette Challenge, R9G (350Cid)  
 •Chevrolet Corvette C3,C4 (350Cid)  
 Chevrolet Corvette C5  
 Challenge "ST" Class cars  
 Chevrolet Camaro (350Cid)  
 Chevrolet Camaro Motorola Cup (350ci)  
 Corvette World Challenge  
 Dodge Stealth  
 Dodge Viper  
 Escort Series Cars  
 Ferrari 365BB/512BB  
 Ferrari 348 / 355 Challenge  
 Ferrari GTO (2.9L) (1984-87)  
 Ferrari Testarossa (5.0L) (1955-88)  
 Ferrari F40 (3.0L) (1987-88)  
 Ferrari 308 GT4, GTB (3.0L)  
 Ferrari 328 GTB (3.2L)  
 Ferrari 365 GTB Daytona  
 Ferrari F430 Challenge  
 Ford Mustang Cobra (351ci.)  
 Ford Mustang Motorola Cup (281-351ci.)  
 Ford Mustang, Mercury Capri (5.0L, 2.3L turbo)  
 Jaguar XKE series 3, XJS, V12 (5.4L)  
 Lamborghini Espada-Countach (4.0L)  
 Lotus Esprit Turbo, XJ80R (2.2L)  
 Mazda RX-7 Turbo (13B) (1986 on)  
 \*Morgan plus 8 (3.9-4.2L)  
 Mustang Cobra (351cid)  
 Mustang Cobra R ('98 w/357cid)  
 Mustang Motorola Cup (4.6-5.7L)  
 Nissan 300ZX (3.0L)('84-'88)  
 Other Select Firehawk, World Challenge  
 Panoz GTR-A (302 ci), GTWC (4.6L), GTS (351ci)  
 \*Porsche 911 (3.0L)(1978-83)  
 \*Porsche 911 (3.2L) (1984-88)  
 \*Porsche 924S/944S (2.5L/2.7L)  
 \*Porsche 924, 924S (2.0L)  
 \*Porsche 944S2/968 (3.0L)  
 \*Porsche 944Turbo  
 \*Porsche 944 (2.5L)  
 Porsche 959 (2.9L)(1987-88)  
 \*Porsche 964 Turbo RS  
 Porsche 928 (4.5/5.0L) ('78-'88)  
 Porsche 968 Turbo R & RS (3.0L)  
 Porsche 968, 968 Club Sport  
 \*TVR Tasmin V8 (3.5/4.0/4.2L)



## SVRA GROUP 12 General Regulations

Revision Date **01/2025**

### 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.**

**MP cars are required to use DOT approved or treaded racing tires.**

**12GT1 cars may use Slick Tires.**

**GTO / GTU cars may use Slick Tires**

**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 at any event at its sole discretion.**

**All cars with an \* have an SVRA Spec page with minimum weight specified. All others 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 may be reclassified and or penalized at the Technical Directors discretion.

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**All of the above mentioned items for all Group 12 cars must be “exactly” as raced in their designated period.**

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**Official weight:** Measured with driver exiting the track.  
Any residual fuel at the end of a race is considered proper weight.  
Any weight penalties or competition adjustments will be added to the standard 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.