



SVRA GROUP 10

Description and Class List

Revision Date 12/2015

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 5 years prior to present date. These cars will be accepted on an individual basis and placed in an appropriate GT class.

Background and philosophy:

Group 10 consists of GT1 – GT4 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,GT2,GT3,GT4 - 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) IMSA *GTX, *AAGT, FIA Grp 5 (1977 - 1995)

Chevrolet Monza, Vega, Camaro, Corvette
DeTomaso Pantera
Ferrari 512BB/LM
Ford Mustang
Mercury Capri
Porsche 911, 934 upgraded, 935, 924 GTR.

(GT2) Trans-Am, IMSA GTO, FIA Grp 4 (1973-1995)

IMSA All-American Sedans (Kelley Cam)
BMW 3.5L CSL, M1
Chevrolet Corvette, Camaro
DeTomaso Pantera
Jaguar XKE series 3 V12 / XJS
Ford Mustang, Mercury Cougar, Capri
Ferrari 308/328 GTB
Nissan 300ZX
Porsche 930, 934 turbo
Porsche 911, 914 (over 3.0L)
Triumph TR8

(GT3) IMSA GTU/FIA Grp 4 (under 3.0L)

BMW 2.8/3.0 CSL, 320i
Datsun 240Z, 260Z, 280Z, ZX
Lotus Esprit Turbo
Mazda RX7 / MX6
Nissan 240SX
Pontiac Fiero
Porsche 911, 914/6, 924 turbo, 924s, 944
Toyota MR2

(GT4) Trans-Am and IMSA Cars (1996–5 years prior to date)

Ford Mustang Trans Am,
Mustang Cobra
Mercury Cougar
Merkur, Capri
Corvette TA,
Corvette IMSA Spec
Corvette GT1
Camaro TA,
Camaro IMSA Spec
Camaro GT1
Oldsmobile Aurora IMSA GTS, Cutlass
Dodge Viper, Stealth
Porsche 993 GT2

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 3400lbs with driver exiting track.



SVRA GROUP 10 Regulations

Revision Date 12/2015

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 or without driver (see class for specifics) exiting the track. Any residual fuel at the end of a race is considered proper weight. 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.