



The SVRA Gold Medallion Car Certification Program

The Gold Medallion Car Certification Program honors the car owners and racers who engages in saluting a period of time in motorsports history through the preparation of their cars. The program enhances the value of the cars by recognizing the cars individual history. Cars prepared out of the recognized period will not be recognized as Gold Medallion cars.

Gold Medallion creates opportunities for period-correct cars of established time periods (i.e., 1949-1955, 1966-1970, etc.) and displacement (over/under 2000 cc, etc.) to run together in race groups with numbers of entries also limited.

The SVRA Gold Medallion rules and regulations are based on successful formulas established by Steve Earle and General Racing. The following are the programs rules and regulations.

PROGRAM OVERVIEW

Introduction and Definition of Gold Medallion Car Certification Program

The SVRA Gold Medallion Car Certification Program is being introduced to distinguish race cars which are prepared in a manner that more accurately represents competition during the

time periods they were originally run or could have been run in. The Historic Gold Medallion cars have verified in period race history and are period prepared. The Vintage Gold Medallion cars have been prepared to a specific point of time in racing history. To schedule an appointment for the Gold Medallion Car Certification inspection: contact Roger Linton, roger@svra.com. For West Coast events and appointments contact Dan Radowicz, dan@svra.com.

Benefits of having a Medallion car are as follows:

1. Owner will be given a Gold Medallion log book and certification that validates the car has received a thorough inspection by SVRA and has been deemed set up and certified as being period correct.
2. A Gold Medallion display board will be created that includes car photos, history and specifications outlined.
3. A decal and medallion will be issued to the owner to be displayed on the car.
4. Gold Medallion car are guaranteed entry into the SVRA invitationals which include Sonoma, Coronado, COTA, and Indianapolis.



5. Sonoma will be for Gold Medallion eligible cars only. Non-Medallion cars will not be invited nor accepted.
6. SVRA Gold Medallion rules for car set up are the former General Racing rules.
7. Events that have Gold Medallion and general SVRA entries, the Medallion cars will be separated in a designated run group whenever possible. Should the Medallion member run in a mixed group, they will have a separate podium and Medallion designated class within a race group.

The Gold Medallion Classifications

There will be two categories Historic Gold Medallion cars and Vintage Gold Medallion cars: Both classes must meet the former General Racing rules or, in the case of open wheel cars, monoposto rules. The Historic Gold Medallion cars must meet the rules and have significant documented race history.

Medallion Eligibility

- A-1 1900-1926 Sports & Racing Cars
- A-2 1927-1939 Sports Cars
- A-3 1926-1939 Racing Cars
- A-4 1946-1954 Grand Prix Cars
- A-5 1952-1964 Indy Roadsters
- B-1 1947-1955 Sports Cars (GT)
- B-2 1947-1955 Sports Racing Cars - Under 1500cc
- B-3 1947-1955 Sports Racing Cars - Over 1500cc
- C-1 1955-1960 Sports Racing Cars - Under 2000cc
- C-2 1955-1959 Sports Racing Cars - Over 2000cc
- D 1959-1965 Sports Racing Cars
- E-1 1958-1959 Formula Jr. Fiat/Lancia Front engine
- E-2 1959-1960 Formula Jr. Drum Braked
- E-3 1961-1963 Formula Jr.
- E-4 1949-1963 Formula I-II
- G-1 1955-1961 GT Cars - Under 2000cc
- G-2 1956-1962 GT Cars - Over 2000cc
- G-3 1962-1965 GT Cars - Under 2000cc
- G-4 1963-1965 GT Cars - Over 2000cc
- G-5 1965-1969 GT Cars - Over 6000cc
- H-1 1964-1970 FIA Makes Championship Cars
- H-2 1971-1983 FIA Makes Championship Cars
- I-1 1973-1980 Historic IMSA GT Cars
- I-2 1981-1984 Historic IMSA GTP/FIA Group C, C2 Cars
- J-1 1966-1970 Historic Can-Am Cars
- J-2 1971-1974 Historic Can-Am Cars
- K-1 1966-1971 Historic Formula One Cars
- K-2 1972-1983 Historic Formula One Cars
- L 1966-1972 Historic Trans-Am Cars

Special Invitation Classes:

- M 1968-1976 Historic F-5000 Cars
- N 1982-1991 Trans-Am Cars
- O 1963-1972 Grand National Cars

Application Process

1. A preliminary application form is available on the SVRA website for inclusion into the Medallion program. The form will contain supplemental information to the standard SVRA RCCF and ECF forms that must also be on file. It will also help to determine which medallion program and what time period the car is to be considered under. The applicant must attend an SVRA event to schedule an inspection.
2. When an application is accepted a more detailed list of specifications, a request for further documentation and a list of available inspection times will be supplied.
3. The physical inspection of the vehicle will be done by appointment only. All requested documentation must be supplied prior to the inspection for review. The inspections will occur during regular SVRA events. Inspections can be scheduled at all but the following SVRA events: June 10-14, Brickyard Vintage Racing Invitational, Indianapolis Motor



Speedway; June 25-28, Vintage Grand Prix at Mid-Ohio; November 4-8, U.S. Vintage National Championship, Circuit of the Americas.

4. Once the SVRA is satisfied that the all the documentation for the vehicle is correct and the car has passed the inspection verifying the correct specifications, a Historic or Vintage Gold Medallion log book and identification tag will be issued.

SVRA may include vehicles with a pending Gold Medallion application into the on-track classes on a provisional basis. →



Gold Medallion RULES

Maintenance of the Gold Medallion Car Certification

1. A list of active Gold Medallion cars will be published by the SVRA.
2. Medallion cars must go through an SVRA technical inspection at least once per year. This is a slightly more detailed technical inspection than the normal technical track inspection, but is not the same detailed certification inspection required for inclusion to the program.
3. Medallion owners must provide the SVRA with documentation of any changes made to the vehicles specification once it has been accepted into the program with an Specification Update form.
4. A Medallion car can maintain active status after it has been sold through a Change of Ownership form.
5. Vehicles that have been significantly modified from the Medallion specifications after the time of issue will have their Medallion status revoked.

Conclusion

The purpose of the SVRA Gold Medallion Car Certification Program is to give recognition to the many traditionally prepared vintage race cars that our members currently own. It is our intention to highlight these cars so that even spectators that do not know “what is under the hood” will understand that these cars are less “developed” and represent what one would have seen on track “back in the day.”



The program will also give SVRA members a new option for planning the level of preparation and level of development that they will apply to their cars.

The on track classification will also be more inclusive for cars that currently participate in other organizations that require a high level of historical provenance and specifications.



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CERTIFICATION RULES

CAR CONDITION & SPECIFICATION REQUIREMENTS: It is our preference to see cars restored to their original condition and specifications. That is to say, to the same state as when it was originally produced and raced. Racing options that were available at the time and specified for use on that particular model (homologated) are allowed. It is possible that cars may have been raced over a number of years in various classes under an assortment of regulations. We wish to establish a clear understanding of the “point in time” (i.e., 1932, 1965, 1969) to which a car is restored. Modifications which are not in keeping with that “point in time” are not allowed. Modifications which improve performance over that of a car from that “point in time” are not allowed. Modifications such as modern valve train replacements (roller rockers, etc.), blocks, gearboxes, or non stock replacement period internal gearing, vented, drilled or slotted discs are not acceptable!

INSTALLED SAFETY EQUIPMENT: Installed safety equipment may not have any influence what so ever on the mechanical performance of the car.

ENGINE: The engine must be of the original type and specifications as homologated when the car was produced. Displacement, carburation and valve train must be original in specification and material.

WHEELS: Cars must run on wheels of the same type and size as were specified by the manufacturer in period. Type refers also to style. A Porsche 911 style wheel on a 356 is not appropriate. The Halibrand “kidney bean” wheel would be appropriate on models that used them in period. Size refers specifically to rim width, diameter and off set as specified in the manufacturer’s homologation statement. A maximum of .5” increase in the rim width is allowed. Wheels must be free of cracks and faults. It is strongly recommended to have them crack tested every 2 years, at a minimum. Spokes must be properly tensioned. In certain instances for safety reasons the offset of wheels may be altered. Requests should be made to this office in writing. Bolt on Rudge Whitworth Spline adapters must have a paint strip indicating the adapters are secure.

BRAKES: Dual brake circuit master cylinders are recommended. Drilled, slotted, and or vented rotors are not allowed unless originally fitted at vehicle time of manufacture. No driver cockpit adjustable brake bias allowed.

TIRE RULES: Tires must approximate, as closely as possible, the dimensions of the tires originally available on the car at the time of manufacture or the “Point in Time to which it is restored”; this refers specifically to diameter, cross section and tread width. Tires approved for each class are listed further on. The use of tires not included in that list may result in disqualification. The substitution of tires after technical inspection has been completed, without the specific written approval of General Racing, will result in expulsion.

TREAD PATTERN: All tires must have a molded tread pattern of period design, no semi-slick tread. In a case where a hand grooved slick has been approved (in writing), the tires must have a period tread pattern. An example: the Avon “Historic All Weather” pattern. Some classes, Historic F-1, Can-Am and selected FIA Sports Cars (H-2) are exempted from this rule and may run slicks.

COMPOUND: Tires must be of a manufacturers “Hard” compound. [Note: Tire design has progressed dramatically since the early 1960s. In fact it has been the leading field toward the development of modern racing cars. Lower profiles and wider cross sections came into play in 1964 and it has been constant change ever since. Tire companies that are currently



making vintage racing tires for “vintage” cars (through 1962) are Dunlop and Blockley. Goodyear makes a racing tire (Blue Streak) they refer to as vintage but these should not be confused with the tires they made back in the late 50s and early 60s. The current tires of a listed size can be different in dimension from the original period tire of the same listed size.] The size indicated on the side wall (of a current tire) does not mean that the dimensions of the tire are the same as an original tire with the same listed size. These tires are lower profile, wider and stickier. Additionally, you should be aware that the softer, stickier compounds currently developed by the tire companies increase cornering loads to a point beyond the limits originally designed in to the cars and which can translate into suspension overload and failure.

ADVERTISING ON CARS: Only historically correct markings are acceptable. Modern advertising is not allowed.

CAR RACE NUMBERS: All event numbers will be assigned by the organizer. Numbers should be 2” - 3” in width(stroke) and 14” - 15” in height and in a contrasting color from the background. →



Gold Medallion RULES

PRESENTATION: Cars must be presented in a neat and finished condition. Engine compartment, suspension, chassis and drive line must be clean enough to facilitate inspection. Cables, wires and hoses must be taped or otherwise secured to prevent chafing, etc.

BODY: Body modifications from original such as non-period flares, spoilers, air dams, venting body holes, and external ducting will not be accepted. Body panels must be of the original material type.

CATCH TANKS: A securely fastened radiator catch tank with a minimum capacity of 1 qt. each is required. An additional catch tank should be fitted on engine oil breathers where practical. Cars showing indications of oil loss through their breather system will be required to fit a catch tank. No oil, fuel, water or fluid leaks of any kind will be tolerated.



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COOLANT: Use of water rather than coolant is required. (Glycol based coolant is not allowed.)

THROTTLE RETURN SPRINGS: A minimum of two external return springs with separate attachment points per induction system. Springs on/in body of carburetor do not count as external return springs. Fuel injection systems must have a backup return spring in addition to the overall system spring. Primary springs cannot share the same mounting point with back-up springs.

DRIVER SAFETY EQUIPMENT: Refer to SVRA General Rules and Regulations dated 12/2013. These can be reviewed at www.svra.com under the CAR INFO column.

- A. Seat Belts
- B. Arm Restraints
- J. Helmets
- K. Suits
- L. Mandatory Head and Neck Restraint Systems

Note: Head and Neck Restraint Systems (HANS) are not required for drivers that compete in Pre-War cars or cars not equipped with roll-over bars.

ROLL BARS: Roll bars are very strongly recommended.

MIRRORS: At least 1 rear view mirror with a minimum area of 8 sq. inches is required. Additional mirror(s) may be mandated based on observed needs!

FIRE EXTINGUISHERS: All cars must be equipped with a 2 lb., 10 BC (or Halon equivalent) fire extinguisher. (Securely mounted in the cockpit.) An on-board halon type fire system is strongly recommended.

ELECTRICAL CUT-OFF SWITCH: It is recommended that each car have a master electrical cut-off switch fitted outside the car and be clearly marked.

FUEL CELLS: are strongly recommended. If a fuel cell is used it must be vented to the exterior of the vehicle.

ALL FUEL FILLER: Caps must be securely fastened so as not to open on impact. Monza type (quick release) caps must be wired shut. A reverse flow valve must be fitted close to the tank. Any venting of the tank must terminate at the exterior of the vehicle.

FIREWALL: must be provided between the cockpit, engine and fuel tank. Selected Formula cars are exempt.

UNDERTRAYS: must have drain holes.

SUSPENSION PARTS: It is strongly recommended that suspension parts and steering components be magnafluxed for cracks bi-annually. No part of suspension or steering shall have excessive play.

TOW HOOK: It is recommended that all cars have an eyebolt or equivalent to attach a tow cable. The connection point is to be clearly marked.

BRAKE SYSTEM: Brakes, brake lines, fluid, and pedals must be in good operating condition. Dual master cylinders are recommended. Drilled, slotted, and or vented rotors are not allowed unless originally fitted at vehicle time of manufacture. No driver cockpit adjustable brake bias allowed. All cars must be fitted with at least one brake light in working order. (Open wheel cars are exempt).

DRAIN PLUGS: All drain plugs must be safety wired. In certain cases, where it is virtually impossible to wire the sump plug, the tech inspector may approve a paint stripe.

HOODS AND DECK LIDS: Must be manufactured of the original material. Hoods and deck lids must be adequately fastened.

BATTERIES: must be securely fastened down. The positive terminal must be insulated to prevent grounding. Batteries located in the cockpit must be covered or have leak proof caps.

ELECTRICAL: All positive contact points at the, generator, alternator, regulator, some starters etc, must be covered with an insulating material to prevent grounding.



**ADDITIONAL RULES PERTAINING
TO PRODUCTION CAR CLASSES G-1, G-2 (1955-1962)
AND G-3, G-4 (1962-1966)**

MINIMUM WEIGHT: The minimum weight allowed is that listed in the SCCA Rule Book, 1962 Production Car Specifications for classes G-1 & G-2 and 1966 Production Car Specifications for classes G-3 & G-4, less 7%.

INTERIOR: Modifications to the interior that reduce the weight of the car are not allowed, with the following exceptions:

- 1) Removal of interior trim (gutting) is not permitted.
- 2) Floor mats or rugs may be removed.
- 3) Window glass may be removed from doors.
- 4) Cars must have 2 seats, original and/or period bucket seats are allowed, original dash board (you may exchange or add instruments), interior door panels.
- 5) Installed safety equipment may not have any influence whatever on the mechanical performance of the car.

EXTERIOR:

- 1) Tops may be removed from open cars.
- 2) Bumpers may be removed, but if so, all projecting hardware such as brackets must also be removed.

- 3) Grills may not be removed.
- 4) Windshields may be replaced by a suitable windscreen.
- 5) Lighting equipment must remain in place.
- 6) Headlights should be taped.

BRAKES: Must be of the original type and specifications as homologated when the car was produced and raced (“point in time”)

ENGINES: Must be original as previously stated in the general rules. Horsepower must approximate within 20% that derived originally when the car was new. Headers are allowed. Modern valve train replacements such as roller rockers, titanium valves, rods, etc., are not allowed. Dry sump systems that were not originally fitted to the specific car are not allowed.

TRANSMISSIONS & DIFFERENTIALS: Must be of the original type and specifications as when the car was produced. No after-market cases or internal gear sets unless they are an OE type replacement. Gear ratios must be as originally offered.

For more information on the Gold Medallion Car Certification Program, go to www.svra.com or contact roger@svra.com or dan@svra.com. Q



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