



SVRA General Rules and Regulations (Page 1 of 3) Revision Date 12/2013

Purpose:

SVRA's purpose is to promote the historical preservation and use of racing cars, to create a spirit of safety consciousness among their drivers and to maintain an atmosphere of friendly competition at SVRA events.

The object is to present a venue for racecars that are accurately prepared to a period configuration and specifications as to recreate a lost era in Motorsports.

Appearance of the car and authenticity of its configuration is a vital component for SVRA acceptance.

Vintage Racing is an amateur sport where the pleasure of "Taking Part" must exceed the desire to "Win at All Cost." All competitors must know the limits of their skills and of their machines.

Vehicle Eligibility Definitions:

1. Eligibility period: A historic period beginning and ending with cut-off dates.
2. Period specification: The configuration of a car as raced during the eligibility period.
3. Continuation car: A make or model that was manufactured after the end of an eligibility period, but is identical to those produced during the eligibility period.
4. Replica: A race car whose actual construction was by other than the original manufacturer, or at a date later than the original production run, but still accurately meets the period specifications of the original
5. Year of Manufacture: Actual year car was built.
6. Year of Preparation: Year represented by newest racing specifications found on the car, regardless of the manufacture date.

These rules are general in nature and may not apply to every car accepted by SVRA. It is not possible for SVRA to publish rules that accurately define the period authenticity for all eligible cars.

It is therefore the **responsibility of each competitor to research the proper period specification for his car**, and to present it as such. Supplemental Regulations (Spec Sheets) are published for most Makes & Models and they give specific details on permitted options and modifications. The Make and Model (Spec Sheets) are to be used in conjunction with the General Rules and Regulations (GRR). When in conflict the Make and Model Specification Sheets takes precedence. The Group Supplemental Regulations (GSR) for each Race Group contains details that apply to that group only and these should also be considered when preparing a car.

Proof of any unusual specification or configuration is the responsibility of the competitor.

Updating or backdating within a recognized model (body type) production span is allowed as long as it does not conflict with the group eligibility time period. Continuation cars may be accepted, but they must be backdated to the eligibility period.

Body: The body configuration should be as raced "in period". All body parts must be of the same material and design as those supplied by the manufacturer as standard or an option.

1. Undocumented supplemental aerodynamic devices such as spoilers, air dams and wings are not permitted. Fender flares and fender widening are only permitted on production cars if the car raced in that configuration during the eligibility period.
2. Interiors must be neat and finished. Supplemental gauges are allowed. Driver's seat may be replaced with a racing type seat. Loose carpeting must be removed. An approved polycarbonate material may replace windshields and other glass. It is permitted to remove the windshield on open cars; however, a suitable transparent racing windscreen must be fitted in its place.
3. The grill must be in place on production cars. Bumpers may be removed, but no substitute devices are permitted.
4. Production cars prepared to 1970 or earlier specifications should have headlights. Production cars prepared to 1971 or later specifications may have headlights removed and use the opening for brake ducting.
5. Historically significant markings and graphics are encouraged. Modern sponsorship should be discreet.

Engine: The correct engine displacement is required. The entrant must, with certainty, disclose the actual engine displacement. Engines must be of the original type; size and design as originally fitted by the manufacturer and mounts must remain in the correct location.

The following modification restrictions apply:

1. An overbore of 1.2mm or .047" is permitted unless class rules state otherwise. The standard stroke must be retained.
2. Wet sump may not be converted to dry sump unless group / class rules state otherwise. Any accumulator (Accusump) is permitted.
3. Induction system must be as raced in period. Dual throttle Springs are required.
4. Blocks and heads must be of the same material and design as provided by the manufacturer. Modern aftermarket blocks and heads are prohibited unless they are identical to the originals.

Electrical system:

1. Electronic ignition is allowed, but the trigger and distribution of spark must be from the distributor, unless the standard system was otherwise.
2. All cars should have a working charging system unless they historically ran without one. Production cars without charging systems will have **25# added to their official weight**.

Wheels and Tires: Wheel diameter must be as originally fitted unless permitted in (the Spec Sheets). The standard width may be increased by 1.5". Any other diameter or width must be a specifically listed option.

All SVRA groups and some individual car classes have specific tire regulations. In most cases tires are restricted by their profile and tread pattern. Tires must be mounted following the manufacturers specification for wheel width. Bodywork may not be modified beyond period specifications to accommodate tires. **All Approved tires are listed in the SVRA Tire Regulations.**



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Race Groups:

SVRA defines 11 Race Groups at the present time. These may be combined or divided from time to time depending on the expected entries at a particular event. SVRA reserves the right to alter these groups as necessary to provide safe and fair competition. Each Race Group has a sheet that shows the classes and any rules (GSR) that are particular to that Race Group.

Acceptance:

All cars **must have** a current **Race Car Certification Form, Engine Certification Form** and photo on file before an entry will be accepted.

The SVRA may accept non-compliant cars and replicas from time to time at its discretion.

Participation at an event or the issuance of a logbook is no guarantee of continued acceptance.

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.

Relevant Documents for Car Preparation:

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

It is the responsibility of each competitor to research the proper period specification for his car, and to present it as such.

Transmissions: Must be equivalent (gear cut and manner of engagement) to the unit provided by the manufacturer (See Spec Sheets for options). Gear ratios are free with no increase in the number of forward speeds. Reverse must work.

Suspension: The system of suspension (spring, shock type and control arms) may not be changed and must attach to the stock mounting locations.

1. Anti-roll bars may be added or deleted.
2. Spring rates & heights are free within ride height restrictions.
3. Cars with leaf spring rear axles may add axle-locating devices (traction bars). All cars with live axles may add a transverse locating device (Panhard bar, Watt's link, etc.).
4. All hubs, spindles, axles, axle housings, drive shafts, lug bolts, mounting points and other suspension parts may be strengthened for safety as long as the track width, wheel base and geometry is not altered.

Brakes: Braking system must be of the same type as was standard or offered as an option.

1. Dual braking systems are required. A working hand brake is acceptable in lieu of dual master cylinders.
2. Lining material is free.
3. Alternate rotors and drums of the same diameter and thickness are permitted. Rotors may be drilled or grooved.
4. Alternate calipers or wheel cylinders must be of the same material, design and number of pistons as the original component. There must be no increase in the frictional surface of the pads or shoes.
5. Brake ducting is permitted as long as no modifications are made to the body. Backing plates may be removed or modified for this purpose.

Official weight: Virtually all cars that race with SVRA have an official weight. The Official Weight must be met or exceeded at all times during the event. Unless specified, all official weights are measured without fuel and driver. Any residual fuel at the end of a race is considered proper weight.

The official weights are listed in the Makes and Models Supplemental Regulations (Spec Sheets) and have been derived from the relevant SCCA, IMSA, FIA, Homologation figures with some adjustments.

Any weight penalties (see Make and Model Supplemental Regulations) will be added to the standard weight. The SVRA may also specify added weight to cars for competition purposes or for unapproved modifications.

General Race Preparation:

- A. All fluid filled lines and containers must be secure and free of any leaks. Catch cans are required on all openings or vents that could expel fluids. Coolant overflow should have a separate catch can. All drain plugs should be safety wired.
- B. All cars, except formula cars, must have at least one working brake light. Formula cars must have a working rain light.
- C. All cars must have mirrors fitted which provide clear view to the rear, and along both sides of the car.
- D. Hoods, deck lids, doors and other bodywork must be securely fastened. Doors may be pinned as long as provision is made for quick exit from the car. Louvers may be added to the hood for engine cooling.
- E. There must be an electrical cut-off switch to isolate the battery and cut off the ignition. Such switch must be accessible from outside the car and be clearly marked.
- F. Batteries must be securely mounted with a metal hold down device. The hot terminal of the battery and the cut-off switch must be insulated against grounding.
- G. Competition numbers must be displayed legibly and neatly on both sides of the car, using a minimum height of 8" and a stroke of 1.25", fixed on a contrasting background. Magnetic or static adhesion numerals are not acceptable.



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Driver Eligibility:

A. Definitions

Member: Holds current SVRA Driver's Membership License and Medical.

Current Medical: Applicant's Medical History Form completed by Applicant and Physical Examination Form completed by your physician within the last 2 years. The Forms may be from SVRA, SCCA, or HA. All other forms would require SVRA approval. Anyone over 40 must have an EKG as part of this examination.

Rookie: Anyone who has not successfully completed two race events with SVRA. Completing an event means posting a finishing result on the Feature Race for the weekend and not having any incidents throughout the weekend.

SVRA has a Rookie program in place to provide a method of acclimation of new members to Vintage Racing and promote the safety and fun of the sport. All rookies will have a rookie stripe on their vehicle. These are available at Tech. Any rookie meeting at the event is mandatory for all rookies.

B. Acceptance: SVRA reserves the right to exclude any participant from a sanctioned SVRA event. Acceptance at all events is usually on a first come, first serve basis. However in the event of over subscription, SVRA members are given preference over Non-members.

Responsibility:

It is each competitor's responsibility to obtain, understand and comply with all Rules and Regulations including Supplemental Regulations, which apply to his car. Non-compliance may result in exclusion or disqualification. Ignorance of these rules is no defense.

General Race Preparation(cont.):

H. Headlights and other glass lenses must be covered or taped. Glass headlights may be blanked as long as the trim, bezel and bucket are retained.

I. Coolant must not contain any ANTI-FREEZE. Non-slippery water wetting agent is permitted.

J. The firewall and floor shall prevent the passage of flame and debris to the driver's compartment. All holes must be properly sealed.

K. Hard tonneau covers are prohibited. Canvas tonneau covers are allowed.

L. All cars should have a logbook that is presented at tech inspection. Any discrepancies noted at the last event should have been rectified. Cars not having a logbook will be issued one after the Chief of Tech is satisfied that the car meets all of the eligibility and safety requirements, and that the owner is an active SVRA member. Logbooks from other organizations will be honored.

Safety Equipment:

A. Seat belts: All cars must be equipped with a standard 5 or 6 point driver restraint system. Y-type harnesses are not permitted. The lap & shoulder belt webbing may be 2 or 3" wide. FIA/SFI certified 2" belts are permitted at the discretion of the Chief of Tech. The crotch strap webbing may be no less than 1" wide. Belts must be in excellent condition. Undated belts and dated belts over 5 years old are subject to replacement at the direction of the Chief of Tech. The mounting hardware and all attachment points must exceed the strength of the actual belt. Snaps must be pinned or safety-wired.

B. Arm restraints: Properly adjusted arm restraints are highly recommended in open production cars and racing cars where the driver sits in an upright position. Sedans and coupes may have either a window net or the driver may use an arm restraint on the arm nearest the window. Arm restraints should be attached to the forearm and limit the movement of the driver's hands to just above helmet.

C. Roll Bars: Suitable roll bars are required on all cars. The actual design is left up to the car owner, but should follow sound engineering standards. The SVRA publishes a separate sheet on roll bar guidelines. These are derived from SCCA and HA specifications.

The basic purpose of the roll bar is to protect the driver if the car rolls over or is involved in a serious accident. Parts of the roll bar or roll cage deemed to serve no practical purpose other than chassis stiffening may be considered in violation of the intent of these rules and can be subject to weight penalty or reclassification.

The top of the main hoop must be 2" inches above the driver's helmet, there must be a padded headrest within 3" of the driver's helmet and all parts of the car or roll bar that could come in contact with the driver's head must be padded.

D. Fire Extinguishers: All cars must be equipped with a dry chemical or Halon fire extinguisher of at least 2 pounds, securely mounted with a metal quick-release device, in the cockpit within reach of the driver. On-board fire suppression systems are highly recommended.

E. Electric fuel pumps: It is recommended that all cars equipped with an electric fuel pump be also fitted with an oil pressure controlled cut-off switch. (NAPA 701-1577)

F. Firewalls: There shall be a firewall separating the driver's compartment from the engine and fuel tank. Undertrays should have drain holes. These items should be constructed as to prevent fluids and flames from passing into the cockpit.

G. Fuel Cells: **All cars**, other than Pre-War, must have a fuel cell that meets FIA FT-3 specification.

H. Towing eyes: All cars should have a dedicated towing eye or other means to attach a tow strap to the front of the car. A similar device is recommended at the rear. The roll bar is not considered a good place to attach a tow strap.

I. Exhaust system & ventilation: Exhaust systems must end behind the driver's position. Coupes must have an exhaust system designed so that gasses cannot enter the driver's compartment. The driver's window must be fully open on closed production cars (sedans).

J. Helmets: It is required that all drivers wear an automobile (SA) rated racing helmet of SA2005 or later Snell approval or equivalent FIA specification. "M" rated (Motorcycle) helmets are not allowed. All drivers must wear adequate eye protection. The driver's name, DOB and any special medical information should be clearly labeled on the back of the helmet.

K. Suits: All drivers must wear a suit that covers the body from the neck to the wrists and ankles. The suit and any underwear must be made of an approved fire resistant material such as Nomex, etc. The combination of suit and underwear must total a rating of 3 layers. All drivers must wear gloves and shoes of a fire resistant material. Drivers with facial hair must wear a fire resistant hood.

L. It is MANDATORY that all drivers use a Head and Neck Restraint System that meets SFI 38.1 Standards.