SVRA GROUP 3
Description and Class List
Revision Date 1/2018

Eligibility:

Recognized series produced sports cars and sedans in production prior to 1973. Other cars by invitation**.**

Background and philosophy:

Group 3 consists mainly of medium displacement sports cars and sedans that represent the 'Golden Age' of club racing in the USA.

These cars were the main stay of the SCCA production car classes. Cars are expected to be prepared to the SCCA standards that were in effect at the end of the eligibility period (1967).

Post 1967 cars listed as eligible for Group 3 still must be prepared to 1967 standards. Similar models prepared to the FIA or other regulations are included and are classified accordingly.

Group 3 classes generally follow the SCCA classes of 1967, with some adjustments for cars that were either not recognized by the SCCA or have specifications that significantly change their relative performance.

SVRA may include select later cars that fit well within this Group.

Relevant Documents:

- **General Rules and Regulations**
- **Group 3 Regulations**
- **Make and Model Regulations**
- **SVRA Tire Regulations**

Notes:

All Group 3 production cars should have headlights or covers that represent headlights, and appropriate grilles.

*** These cars have SVRA Supplemental Regulations.**

(3/CP) Vintage C-Production

Abarth-Simca 1300
*Alfa Romeo GTZ / TZ1 single plug (1570)
*Austin Healey 3000 (2912) [triple Weber]
*Datsun 2000 SR(L)311-U (1982) [dual Solex (Mikuni)]
*Elva Courier (1798)
*Ginetta G-4 (1500)
*Jaguar XK-120/140 (3.8) [drum brakes]
*Lotus Super 7 (1498 dual Webers)
*Morgan Super Sports (2138) [dual Weber]
*Porsche 356 Carrera 2000GS
*Porsche 356 (1600) radial tires
*Sunbeam Tiger (260/289cid)
*Triumph TR4, TR4A (2138) [dual Weber]

(3/DP) Vintage D-Production

*AC Ace Bristol & AC Aceca Bristol (1971)
*Austin Healey 3000 (2912) [2 or 3 SU]
*Daimler SP-250 (2548) [twin SU]
*Datsun 2000 SR(L)311-U (1982) [SU (Hitachi)]
*Elva Courier (1622 BMC) [8-port head]
*Elva Courier (1498 Ford) [dual Weber]
*Fiat 124 Spider (1756) [dual Weber]
Frazer-Nash
*Jaguar XK-120/140 (3.4) [drum brakes]
*Lotus Super 7 (1340/dual Weber)
*Lotus Elan plus 2 (1588cc)
*Lotus Europa (1470/1564) Renault
*MGB (1798)
*MGC & MGC/GT (2912) [SU]
*Morgan 4/4 (1598 Ford x-flow) [dual Weber]
*Morgan +4 (2138) [twin SU]
OSCA 1600GT
*Porsche 356 (1600) bias-ply tires only
*Porsche 356 Carrera 1500/1600GS
*Porsche 914/4 (2.0L)
*Triumph Spitfire (1500) [dual Weber]
*Triumph TR4, TR4A, TR4A-IRS (2138)
*Triumph GT6 (1998) [triple Weber]
*TVR (1798) BMC
*Turner 1500 (1498 Ford) [dual Weber]
*Volvo P-1800/1800E (1986) [F.I. or dual Weber]
*Yenko Stinger (2687)

Cars that originally came with 14” wheels may go up or down 1” on the diameter.

(3/EP) Vintage E-Production

*Alfa Romeo Giulia Veloce, Spider Duetto (1570)
*Alfa Romeo Giulia Sprint, Sprint Speciale
*Alfa Romeo Duetto & Spider (1779)
*Alpine-Renault (1600)
*Austin Healey 100/6 (2639)
Denzel 1500 (Drum Brakes)
*Elva Courier (1498 Ford) [single carb]
*Elva Courier (1500/1600 BMC) [twin SU]
*Fiat 124 Spider (1592, 1608) [dual Weber]
*Ginetta G-4 (997 Ford)
Fairthorpe Electron (1216 Climax/1296 Triumph)
GSM Delta (997 Ford)
*Lotus Seven (1100 Ford, 1098, 1216 Climax)
*MGB/GT (1798)
*Morgan 4/4 (1498 Ford) [dual Weber]
*Morgan 4/4 (1598 Ford x-flow) [single carb]
*Opel GT (1900)
*Porsche 356 (1600) [drum brakes]
*Porsche 914/4 (1.7/1.8)
*Porsche 912 (1582)
*SAAB Sonnet V4 (1698)
*Triumph TR3B (2138) [twin SU]
*Triumph GT6 (1998) [twin SU]
*Triumph Spitfire (1296) [dual Weber]
*Turner 1500 (1498 Ford) [single carb]
*TVR Grantura (1622 BMC) [twin SU]
*TVR Vixen (1598 Ford) [single carb]
*Volvo P-1800 (1780) [dual Weber]
*Volvo P1800 (1986) [SU]
WSM GT (1098)

(3/BS) Vintage Sedans

*Alfa Romeo Sprint GT, GTA, GTV (1570, 1779)
Alfa Romeo Berlina (1779)
Alfa Romeo Giulia Sedan (1570)
*BMW 1500, 1600, 1602, 1800
*Datsun 510 (1559, 1770)
FIAT 124 Sport Coupe (1592, 1608)
*Ford Cortina GT MkI (1498)
*Ford Escort, Pinto, Capri, Cortina Mk II (1598)
Jaguar MkII sedan (3.4/3.8)
*Lotus Cortina (1558)
*SAAB V-4 (1498, 1698)
*Volvo PV-444, 544 (B16, B18)
*Volvo 122S/142 (B18)

3/BS cars must have steel body work and may not have Flairs or FIA Body Kits.

Most of the cars above are eligible for the B-Sedan Challenge. Please see the link below for more info.

svra.com/competitors/b-sedan-challenge/

SVRA GROUP 3 Regulations

Revision Date 1/2018

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.

Cars are expected to be prepared to the SCCA standards that were in effect at the end 1967.

Wheels: Wheels may be of an alternate material but must be of a period design.

Tires: may not extend beyond the fender opening at the highest point of the tire. See the SVRA Tire Regulations for approved tires.

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Permitted and Required Specifications for all Makes and Models

General: All production years of a recognized Make and Model may be updated or backdated within that production range. Most Makes and Models listed in the Group 3 Regulations have SVRA Make and Model Regulations which list any additional specifications that are allowed. When in conflict, the Group Regulations shall prevail.

Engines: Must be standard or optional series, bore and stroke as provided by the manufacturer for make and model Bore may be increased by .047˝ (1.2mm).
Cylinder head must be series produced by manufacturer for make and model.
Material may be removed by machining or grinding, but may not be added to any engine component.
Intake manifolds and exhauster headers are free.
Internal engine parts are free.
Any accumulator (Accusump), oil cooler, filter or strainer is permitted.
Roller rocker arms are permitted.
Alternate period carbs are permitted. If the result is more throttles than standard then the car moves to next higher class. Induction system type must be as raced in period.
Example: (1) Weber DCOE for (2) SU, no penalty. (2) Weber DCOE for (2) SU, move up one class.
Electronic ignition is permitted and must be triggered by a distributor that fits without modifying the engine block.
Substitution of any alternator for the standard generator is permitted; if no charging system, **add 25# to official weight.**

Drive Train: Standard Transmissions may be replaced with an alternate **Production** based Transmission of the same number of forward speeds.
4-speed w/overdrive units may be replaced with a 5-speed Production based Transmission.
Transmission Definition - Production = Syncro…… **Racing** = Dog Ring
When a **Racing** Transmission is used **add 75lbs to Official Weight.**
Reverse gear must be functional.
Live rear axle unit may be modified or replaced as long as the track dimension, brake size and type is not changed.
Differential types are free
Flywheels, clutches, driveshaft, axles, universals, CV joints, hubs and all gear ratios are free.
Wheels must be of period design.

Chassis: Springs, torsion bars, sway bars, spindles, etc. are free as long as the number of suspension links does not vary from OEM and the track remains correct. Sway bars, if used by the manufacturer as a primary suspension locating link, may not vary from OEM.
No fabricated front control arms (A-frames) are permitted.
Rear axle locating devices are permitted such as traction bars and panhard bars. These may not pass into the passenger compartment.
Rear suspension/axle assembly Method of Operation must be as raced in period.
Tube type shocks may replace lever type (rear only).
Shocks may not be relocated and may not have remote reservoirs.
Brakes must be of the same type and diameter as standard and may have appropriate cooling ducts.
Disc brake calipers must be of same material, design, number of pistons as standard unless listed as an option
Any car that has upgraded to rear disc brakes will carry a 50# weight penalty.

Body and Coachwork: Material of bodywork must be standard or a listed option for make and model.
Bonnet may be louvered but may not have a non-standard air scoop or vent.
Removal of windscreen is permitted (a suitable transparent racing screen must replace the standard unit).
Polycarbonate material may replace all glass.
Removal of bumpers is permitted so long as the mounting brackets are also removed. No alternate bumpers or nerf bars are allowed.
Wheel openings must remain standard. It is permitted to remove or fold lip and pull it out a max.of 1” so long as no compound curve (flare) is formed. No flairs or body kits are permitted without approval.
Removal of turn signals and parking lamps is permitted and the resulting holes may be used for ducting or covered by a plate.
Headlights are recommended; if Headlights are removed, trim rings plus covers must remain in place.
Passenger seat is recommended, but not required.
No hard tonneau cover is permitted.
No airdam or spoiler is permitted.
Note: Bodywork may not be modified beyond period specifications to accommodate tires.
Fiberglass Body parts may be approved on an individual basis.

Official weight: (See Make and Model Regulations). Any residual fuel at the end of a race is considered proper weight.
Any weight penalties will be in addition to the Make and Model minimum weight.
All Cars will be weighed with driver, add 185# to the cars specified weight for total weight.

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.