



Race Car

Classification and Rules



Revision Record

Rev	Notes	Date	Author
A	<p>Create consolidated rules document from prior “Race Car Classification and Rules – 2011 (Revision # 010711)” published on the CVAR website as follows:</p> <ol style="list-style-type: none"> 1. Incorporate changes from CVAR website pages (i.e., added Touring 1 and Touring 2 classes to Group 4). 2. Incorporate changes from January 2015 Rules Addendum. 3. Incorporate changes from “New Group 1 Rules” document. 4. Remove dash pad requirement from AP and BP class rules. The SCCA GCR allows dash pads to be removed in all production cars. 5. Incorporate changes from “New Group 2 Rules” document. 6. Incorporate Group 6 Changes. 7. Incorporate new Eligibility and Authenticity/Protest Policy. Add Authenticity Declaration Forms and Protest Form as Appendices. 8. Incorporate Vehicle Safety requirements. Add Annual Technical Safety Inspection Form as Appendix. 9. Add B-Sedan Challenge rules. 10. Add “Rule Change Proposal Guide.” 11. Replace cvar_rules@corinthianvintagerace.com with cvarauthenticity@gmail.com to correct dead link. 12. Add Cover Sheet, Revision Record, Table of Contents and Footers. 13. Formatting and organizational changes for readability, ease of use, and to support Table of Contents. 	Draft	R. Price J. Lemmons



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1 Reasons for Rules

1. Cost Containment: If CVAR allowed some cars to run with illegal equipment, it would encourage others with proper cars to install expensive, illegal, and often unreliable parts to have someone to race with. By freezing specifications at 1972, there can be no “trick parts” that crop up every year.
2. Rules Standardization: By accepting standards that are in line with other Vintage Motorsports Council (VMC) groups, our members can run with other clubs across the country without having to re-engineer their cars. Also, members of other clubs will be encouraged to run Corinthian events.
3. VMC Compliance: All VMC groups are working toward uniform tire and preparation standards. As a member of the VMC, CVAR will support those actions.

2 Accepted Cars

2.1 Production and Sedan Cars

CVAR accepts Production and Sedan cars up to and including 1972 with preparation in accordance with SCCA's GCR/PCS versions up to and including 1972. CVAR requires that any car accepted must be representative of a car type that actually raced in period in the SCCA.

Classes are based on the 1972 SCCA GCR as follows:

- Production A through H
- Sedans A through C

2.2 FIA/IMSA Class

CVAR accepts cars for its FIA/IMSA Class prepared to 1974 FIA or earlier specs, as raced in other than SCCA competitions (e.g., IMSA, RAC, ModSports).

2.3 Sports-Racing Classes

CVAR accepts Sport-Racing Classes A through D for cars raced prior to 1973 and S2000 Class for cars up to 1994. Owners must provide proof of date of manufacture of identical model and appropriate specifications.

2.4 Formula Classes

CVAR accepts Formula Classes as follows:

- FA, F2, FSV with 1986 cut-off
- FB to 1972
- F-1 cars up to 1960



- FC with 1972 cut-off
- FF1 with 1972 cut-off
- FF2 for cars between 1973 and 1981 (Board of Directors May 2010)
- FF3 for cars between 1982 and 1994
- FF2000 for cars up to 1994
- FV with 1972 cut-off

2.5 Corinthian Classics

To encourage participation in vintage racing by cars that are of 1950s appearance and technology, CVAR accepts Corinthian Classics (Group 4). They differ in spirit as well as equipment from other CVAR classes since 1950s production cars were not allowed as many modifications as they were in the 1960s. They should, ideally, be suitable for road or racing and many performance modifications are discouraged or not allowed. Although 1961 is the nominal cutoff, some later cars are clearly 1950s technology while some 1960s-era cars are not and will be excluded from this group. Cars built prior to 1962 that are modified beyond these regulations may still be eligible for other CVAR groups. Although racing is not restricted, outright competition is not emphasized in this group as much as in other CVAR groups.

2.6 Non-SCCA Spec Production Cars

Examples: Lotus S-7 Twin Cam was not SCCA legal, but they were built by the factory and raced in England with the RAC. CVAR classifies them as C-Production.

Production cars built to 1972 or earlier alternate club regulations (RAC, FIA) are accepted, but will be classified by the Chief Steward by anticipated performance levels. Note that these regulations must be followed accurately - no picking and choosing from among several sets of regulations. These cars can be re-classified at any time if they turn out to be too quick (cars built to SCCA regulations will not be re-classified). Entrant is responsible for documenting questioned modifications (must be of period practice and legality).

2.7 Replicas/Continuation Cars/Kit Cars/Turbocharged Cars

CVAR does not accept replicas, continuation cars, or kit cars of any type, nor does CVAR accept any turbocharged cars.

3 Eligibility and Authenticity

1. To ensure fair competition of our races, ALL cars participating in a CVAR racing event are required to meet this Eligibility and Authenticity policy at the first event they run of the season.



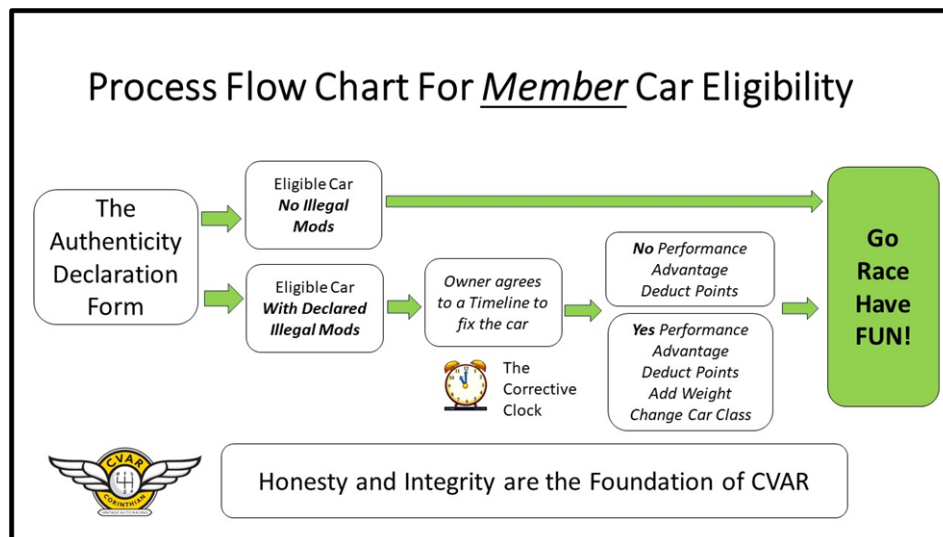
2. All cars (both Members and Non-Members) are required to have on file with the Authenticity Chairman, an up-to-date Authenticity Declaration form or they will not be gridded (see **Appendix A: Authenticity Declaration Form** or **Appendix B: Group 3 Formula Vee Authenticity Declaration Form**). Falsifying the Declaration form will result in the suspension of the driver from competition in CVAR events for at least 6 months and the driver's infraction being reported to the VMC.
3. Cars that are prepared beyond allowable modifications are required to be corrected or excluded from competition at the discretion of the Chief Steward or the Authenticity Chairman, with consult from the appropriate Group Representative.
4. The items to be corrected referenced in #3 above, and a time frame for the correction (to be known as the Corrective Clock), will be noted on the Authenticity Declaration form and agreed upon by the car owner/competitor. Once the Corrective Clock has expired, the car owner/competitor will be excluded from competition unless an updated Authenticity Declaration form is on file showing corrections have been made or the Correction Clock has been extended.
5. To allow the car owner/competitor to participate in competition during the Corrective Clock, any or all of the following may be applied at the discretion of the Authenticity Chairman or his designee and noted on the Authenticity Declaration form and agreed to by the owner/competitor.
 - a. Weight will be added to the car.
 - b. Championship Authenticity Points will be deducted.
 - c. The car may be moved to an alternate run class or group.
6. Once the car has been scored for authenticity it need not be checked the rest of the season unless the owner/competitor changes the car. At subsequent events, it will be given the same number of points assigned. When illegal/non-authentic modifications are corrected, it is the driver's responsibility to notify the Authenticity Chairman and/or Group Representative so that correct points can be assigned.
7. If a change is made that would make the car less authentic, the Authenticity Chairman and/or Group Representative must be notified so the authenticity scores can be adjusted.
8. CVAR reserves the right to pump motors, weigh cars or impound cars after a race and/or perform spot checks throughout the season to verify compliance with the Authenticity Declaration form. Cars found out of compliance will be disqualified and removed from competition until the issue has been resolved. If a car is found to have changed to an illegal configuration without notifying the officials, it will be disqualified from the championship and the driver may be suspended from competition and may be reported to the VMC depending on the severity and circumstances of the infraction.
9. Any registered competitor participating in an event may file an official protest of another competitor's authenticity and eligibility so long as they follow the official CVAR Protest Policy (below). Verbal protests will not be accepted.
10. Guests Member's (Non-CVAR Member) Cars: A Guest Member is defined as a



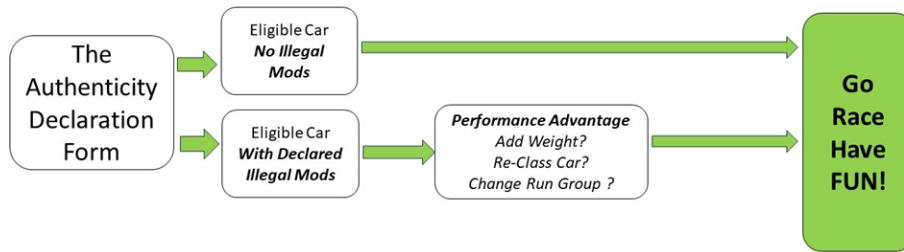
competitor that is competing under another VMC sanctioned Membership (SVRA, RMVR, VSCDA, etc.). Guest Members are always welcome and encouraged to participate in CVAR events.

Guest Members must fill out the same Authenticity Declaration form which Members fill out (see **Appendix A: Authenticity Declaration Form** or **Appendix B: Group 3 Formula Vee Authenticity Declaration Form**). Guest Member cars will be gridded for races the same as Member cars and are subject to all the terms of this policy with the following exceptions:

- a. Guest Member cars will not receive any points in the CVAR Championship. If they wish to participate in the CVAR Championship, then they must become full CVAR Members.
- b. Guests can only participate in two CVAR race events (weekends) per calendar year. If they wish to participate in more than two, they must become full CVAR members.
- c. The Authenticity Chairman will scrutinize the Authenticity Declaration Form during the registration process to determine if the Guest's car will be allowed to compete and notify the Guest of his acceptance prior to the event.
- d. If the Authenticity Chairman has determined that a Guest Member's car will be allowed to compete, but the car does NOT meet the CVAR Eligibility and Car Preparation rules, then the Authenticity Chairman may require the Guest to add weight to their car and/or may move their car to a different race class or run group in order to keep competition fair between all those participating in the event. Guests will be treated exactly the same as Members who are in the process of correcting their cars to conform to the CVAR Eligibility and Car Preparation rules.

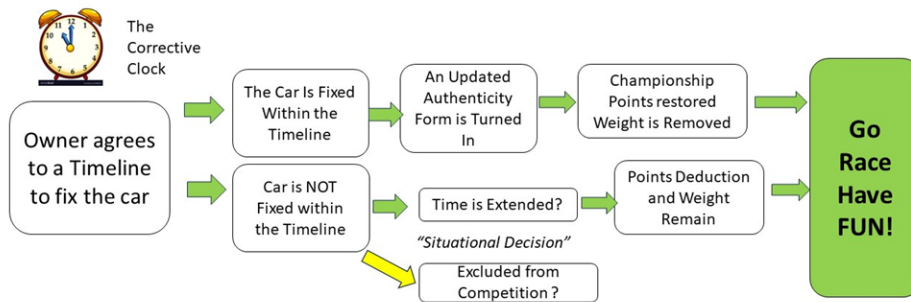


Process Flow Chart For Guest Car Eligibility



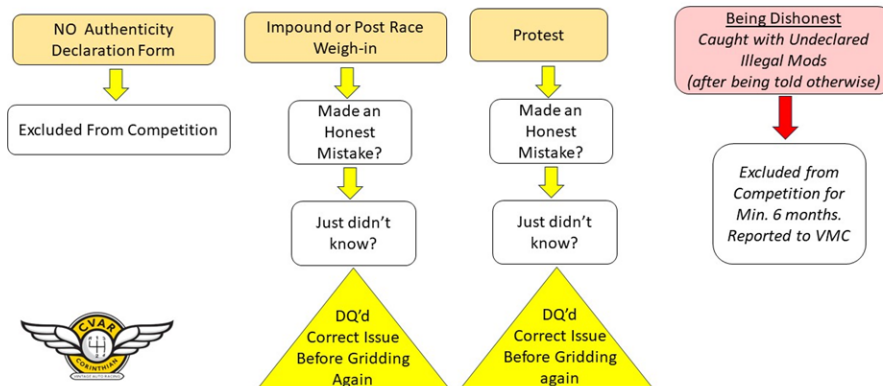
Honesty and Integrity are the Foundation of CVAR

How the "Corrective Clock" Works



Honesty and Integrity are the Foundation of CVAR

Competitor Accountability



4 CVAR Protest Policy

We expect all competitors to be respectful, open, honest, and forthcoming with ALL information regarding the preparation of their cars. We will conduct all protest reviews with that attitude. Any competitor that doesn't share this same attitude towards any member of the Protest Committee will be immediately excluded from competition by the Authenticity Chairman.

4.1 Protest Procedure:

If a competitor believes that a fellow competitor has a car that is not prepared in accordance with the CVAR Rules, then he may file an official protest following these guidelines.

1. By filing a formal protest of another competitor, the protester acknowledges that their car is also subject to a complete review for compliance with the CVAR car preparation and eligibility rules.
2. The protest must be against a competitor in the same run group and car class as the one filing the protest and both competitors must be registered and participating in the same weekend event. In other words, you must be in direct competition with the competitor being protested.
3. The protest must contain specific and detailed language describing the components or issues which are alleged to be out of compliance with the CVAR rules.
4. The protest must be in writing (see **Appendix C: CVAR Protest Form**) and signed and delivered to the CVAR Authenticity Chairman (or his designated representative) between Friday 8 am and Saturday 12 PM of a race weekend. Protests received outside of that time period will not be accepted.
5. The protest will be considered confidential unless the protestor indicates otherwise.

Once a protest is received, acknowledged, and accepted by the Authenticity Chairman, the Authenticity Chairman will first verify if the subject of the protest has been declared on the competitor's Authenticity Declaration Form. If it has, then the protester will be notified, and the protest will be considered resolved and concluded.

If the protest is not resolved from the Authenticity Declaration Form review, the Authenticity Chairman will then form a "Protest Review Committee" to include the Authenticity Chairman, Group Representative, Chief Steward, and/or another knowledgeable independent member. At that point, the competitor being protested will be notified and the protested car will be reviewed for the specific rule compliance issue being protested and the Protest Committee will take appropriate action to resolve the situation under the existing CVAR Authenticity and Eligibility Policy.

5 CVAR Rules

As a vintage racing club, CVAR's rules for cars and car preparation are built upon the



original rules set forth by the period governing bodies (SCCA, FIA, USRRC, etc.). It is the entrant's responsibility to understand and adhere to these rules.

The following links to original rules are provided for convenience. These are not maintained by CVAR:

1. SCCA maintains historical versions of their GCR/PCS in this file:
https://cdn.connectsites.net/user_files/scca/downloads/000/020/252/Vintage_GCR_3-14-17.pdf?1489501966
2. Monoposto Specifications are in this file:
<https://app.box.com/s/9be96i2ll5cbr451o16mnikwj0c9v69q>

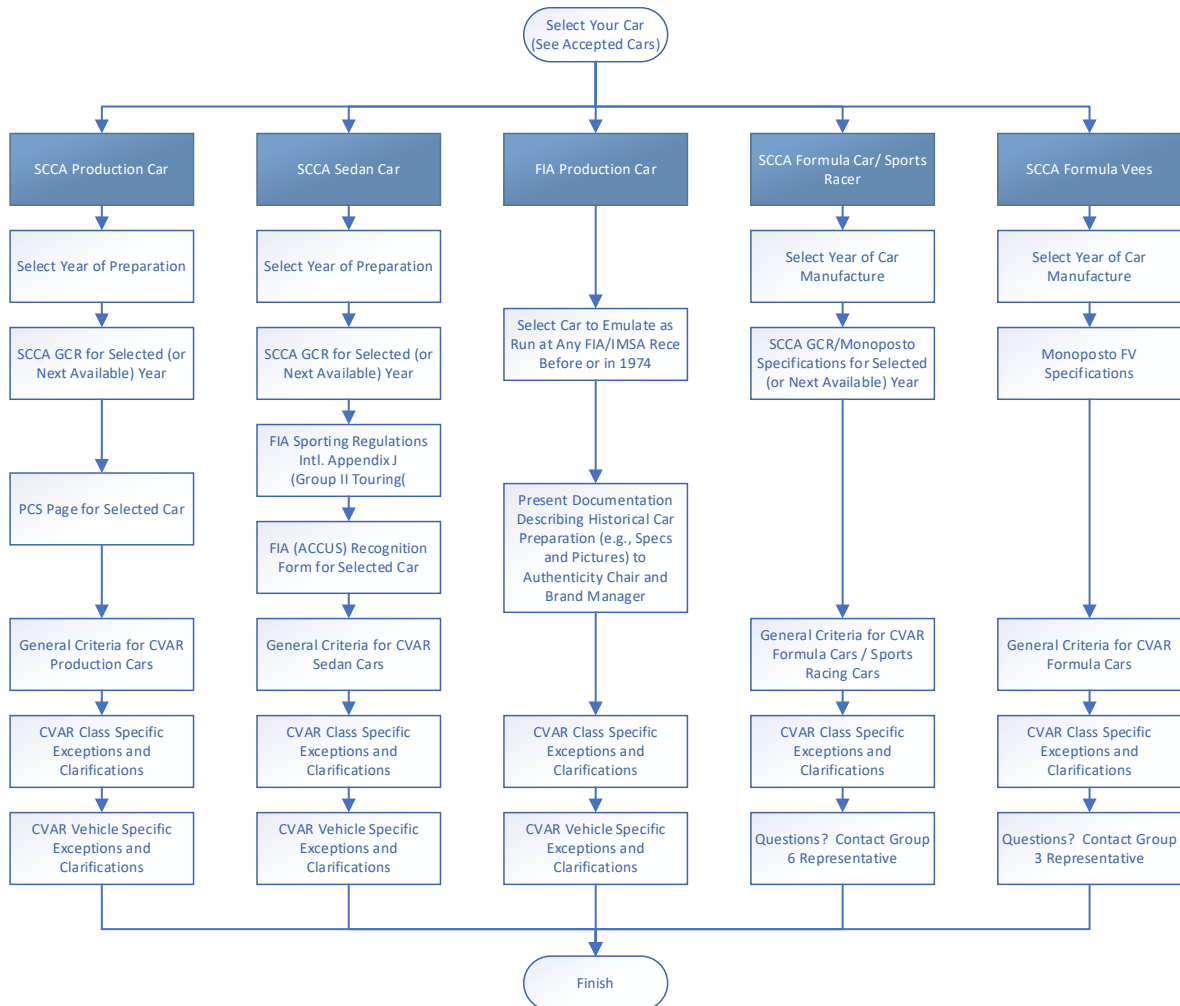
CVAR provides additional guidance, exceptions, and clarifications to the period rules to facilitate racing 50-year-old cars. For Group 4 "Corinthian Classics" complete rules are in § 8 Corinthian Classics (Group 4). For other groups, CVAR provides up to three levels of guidance, clarifications, and exceptions:

- "General Criteria for CVAR Cars" applies across all CVAR classes other than Group 4 Corinthian Classics.
- "Class Specific Exceptions and Clarifications" apply to individual classes and take precedence over General Criteria.
- "Vehicle Specific Exceptions and Clarifications" apply to individual cars and provide CVAR accepted specifications. These take precedence over Class Specific Exceptions and Clarifications.

Contact the CVAR Authenticity Chairman or your Group Representative if you wish to dispute CVAR accepted specifications. You must provide documentation from the relevant period governing body to support the dispute.



The process flow for determining rules applicable to your car is described in the following chart:



6 General Criteria for CVAR Cars

6.1 General Criteria for CVAR Production Cars

1. All cars must be prepared to the SCCA GCR/PCS limited to the year 1972. Any appropriate earlier year may be chosen but cars must be prepared to a single year. No mixing and matching of rules from different years is allowed.
2. Cars must be prepared to specifications listed on their respective page in the PCS. Cars may not be modified beyond their single page unless specifically authorized within the GCR or by Board of Directors approved exceptions to the GCR.
3. Post 1972 unibodies up to 1990 may be used in the construction of cars provided they are fully back dated to 1972 or earlier specs. It is up to the entrant to prove there are no structural enhancements in the later unibody.



4. Tires must be fully treaded (60% of the tread width must have full depth grooves formed by the manufacturer). The tread pattern must be molded, not hand cut.
5. Shaving is permitted so long as the minimum required tread depth is maintained across the entire width of the tread face. Competition tires are typically molded with a tread depth of 5/32" to 6/32" and should not need shaving. Street tires are typically molded with tread depths of 8/32" to 10/32". Tire manufacturers recommend shaving street tires to a depth of 4/32" to 5/32" when used for competition. In all cases, tires must have a 2/32" minimum tread depth at all times during competition.
6. Treaded tires of minimum 60-series aspect ratio must be used unless an exception is specifically granted by the Board of Directors. Measured tread width will be used to determine aspect ratio. Other brands and styles will be reviewed and approved or denied upon application by the Authenticity Committee. Approval will be noted on the Declaration Sheet by the Tech Inspector.
7. Heads must conform to practice of the period year and be OEM with a casting number available before or during 1972. For guidance, please see a Group Representative.
8. No roller cams are allowed unless fitted from the factory.
9. Aftermarket blocks are allowed provided they are of the same material as OEM and critical dimensions are the same.
10. Aftermarket engine internals are allowed, provided they are the same material (ferrous/non-ferrous) as original.
11. Production cars may upgrade to bigger versions of their original carburetors or replace them with Webers with the same number of barrels (i.e., Midget with a single Weber in place of two SUs).
12. Intake manifolds must be OEM, period aftermarket, or aftermarket of period design. For V-8 cars, aftermarket manifolds must be of period design, non-air gap, and dual plane.
13. Aftermarket control arms are not allowed.
14. Specifically excluded are aftermarket dog-ring transmissions or transmissions that have been modified to accept Hewland type gears that may be shifted without using the clutch.
15. Aftermarket rotors may be used provided they are the same diameter as originally provided and stock caliper reused and mounted in stock location.
16. Battery should remain in stock location. However, if moved it may be moved only to the trunk and will carry a one-point deduction.
17. Rocker arms must remain stock ratio. Roller or ratio rockers are not allowed, unless specifically allowed by CVAR Board of Directors.
18. Modern electronic ignitions are allowed. No crank-fire ignition.
19. Any fastback Mustang may be configured as a GT-350 or GT-500 without loss of



originality points so long as external appearance is faithfully replicated as well. Also, Yenke Stinger can be made out of 1965-1969 Corvair.

20. SFI-approved aftermarket engine damper/balancer is recommended (no point deduction).

6.2 General Criteria for CVAR Sedan Cars

1. All cars must be prepared to an appropriate SCCA GCR.
2. No mixing and matching of rules from different years is allowed.
3. Cars may be updated within "Authorized and Required" modifications as listed in the GCR and Board of Directors approved exceptions.
4. Post 1972 unibodies up to 1990 may be used in the construction of cars provided they are fully back dated to 1972 or earlier specs. It is up to the entrant to prove there are no structural enhancements in the later unibody.
5. Tires must be fully treaded (60% of the tread width must have full depth grooves formed by the manufacturer). The tread pattern must be molded, not hand cut.
6. Shaving is permitted so long as the minimum required tread depth is maintained across the entire width of the tread face. Competition tires are typically molded with a tread depth of 5/32" to 6/32" and should not need shaving. Street tires are typically molded with tread depths of 8/32" to 10/32". Tire manufacturers recommend shaving street tires to a depth of 4/32" to 5/32" when used for competition. In all cases, tires must have 2/32" minimum tread depth at all times during competition.
7. Treaded tires of minimum 60-series aspect ratio must be used unless an exception is specifically granted by the Board of Directors. Measured tread width will be used to determine aspect ratio.
8. Heads must conform to practice of the period year and be OEM with a casting number available before or during 1972. For guidance, please see a Group Representative.
9. No roller cams are allowed.
10. Aftermarket blocks are allowed provided they are of the same material as OEM and critical dimensions are the same.
11. Aftermarket engine internals are allowed.
12. A-Sedan dry sump tanks must be mounted forward of the firewall.
13. Intake manifolds must be OEM, period aftermarket, or of period design. For V-8 cars, aftermarket manifolds must be of period design, non-air gap, and dual plane.
14. Specifically excluded are aftermarket dog-ring transmissions or transmissions that have been modified to accept Hewland type gears that may be shifted without using the clutch.



15. Aftermarket rotors may be used provided they are the same diameter as originally provided and period caliper reused and mounted in period location.
16. Modern electronic ignition allowed. No crank-fire ignition.
17. SFI-approved aftermarket engine damper/balancer is recommended. No point deduction.

6.3 CVAR FIA/IMSA Criteria

6.3.1 FIA/IMSA Class Rules

CVAR FIA/IMSA class includes naturally aspirated cars that were raced before or during 1974 in FIA groups 2, 3 or 4, IMSA or RAC Modsports. FIA group 5 is classified as ASR in CVAR. Cars must have period race history and be run in period configuration or be an exact clone of a historical racecar using a brand-authentic car base.

1. Clones must faithfully emulate a specific car as raced, exhibiting the same combination of bodywork, engine, transmission, brakes, and wheels packaged in period.
2. All clones must start with an authentic manufacturer chassis.
3. No replicas or continuations.
4. No mixing and matching configurations between model variants.
5. Paint and trim are free.
6. No turbos or superchargers.
7. No tube frames.
8. Must meet minimum weight as raced in period.

Entrants must provide documentation of proper specifications and pictures of the exemplified car when CVAR does not already have such information. If you present a car for FIA, it is your responsibility to show it has the same look (except colors/graphics) and mechanical specifications as run in period. Above all else, the entrant must be able to carry on an informed conversation about his car with an honest and reasonable explanation for any attribute of his specimen of automotive history.

6.3.2 FIA/IMSA Exceptions

1. Allow any tire (slick or treaded) that fits authentic rims and flares.
2. Allow OEM heads that retain original design, appearance, dimensions, material, port spacing, flow, and valve diameter, with intent to replicate period performance.
3. Allow aftermarket replacement blocks that retain original design, appearance, dimensions, and material, with intent to replicate period performance.
4. Allow aftermarket engine internals with original dimensions.



5. Period-correct carburetors may replace mechanical fuel injection.
6. Maximum overbore from stock is 0.060”.
7. Allow roller rockers.
8. Dry sump allowed in any car.
9. MSD or other electronic ignition allowed, but no crank fire.
10. Allow substitution of single-plug ignition in place of twin-plug.
11. Allow roll cages through firewall or bulkhead.
12. Cosmetic body panels attaching to the original chassis may substitute fiberglass for metal.
13. Lexan allowed in place of glass.

6.3.3 FIA/IMSA Guidance

Our intent is to replicate, not reinvent, history. If we are doing our job right, finishing order should resemble history. If you want to go fast, pick a fast car in period, and prepare it faithfully. Do not boost performance with modern technology.

As of September 2008, we have information on:

- Panteras
- Jaguars
- Porsche 72 ST, 73 RS, 73 RSR, 73 IROC, 74 RS and 74 RSR
- 68-74 (C3) Corvettes

You can prepare a car to one of those specifications or provide data for another model raced before or during 1974.

Examples of documentation on file for existing cars are:

- Letters from original owners providing specifications and pictures
- Race results from the period
- Copies of rules that the car ran under
- Builder’s notes describing equipment used
- Magazine articles or periodicals about the specific car
- Copies of bills of sale showing ownership succession, etc.

Simply providing a picture of a car running on some track somewhere with no other documentation does not qualify.

6.4 **General Criteria for Sports Racing Cars**

1. Cars must be an example of cars raced prior to 1973 (S2000 cut-off is 1994).
2. Owners must provide proof of date of manufacture of identical model and appropriate specifications.



3. English Clubman cars must run with fenders.
4. May gusset frame members for safety reasons. No additional tubing may be added that was not done in period.

6.5 General Criteria for Formula Cars

1. Owners must provide proof of date of manufacture of identical model.
2. Identical models must have been raced in or before the cut-off year.
3. May gusset frame members for safety reasons. No additional tubing may be added that was not done in period.

7 Specific Exceptions and Clarifications by Group

7.1 Group 1 Class Specific Exceptions and Clarifications

Group 1 consists of big-bore cars such as Mustangs, Corvettes, Camaros, Cobras, V-8 powered sports racers, and other similar cars. It includes the following classes:

- A-Production (AP)
- B-Production (BP)
- A-Sedan/Trans-Am (AS)
- FIA
- A-Sports Racing (ASR)
- A-Production Heritage (AP-H)
- B-Production Heritage (BP-H)
- A-Sedan Heritage (AS-H)

The following exceptions and clarifications take precedence over General Criteria.

7.1.1 A-Production (AP)

Cars that ran in SCCA A-Production (AP) prior to 1973. Examples are Corvette 396/427/454/350 (LT-1), 390 AMX, Shelby GT-500, Shelby 427 Cobra, and 289 Cobra with Webers.

1. Maximum bore is limited to 0.060" over stock.
2. Maximum engine displacement is limited to maximum bore x stock stroke.
3. Roller rockers are allowed.
4. Roller camshafts are allowed.



5. Stock appearing aftermarket heads of correct material and plug location are allowed (i.e., World Products, Dart, etc.). Heads must conform to practice of the period year. For guidance, please see a Group Representative.
6. Oil accumulators (Accusump or similar) and dry sumps are allowed.
7. All brake calipers must be of period design and available in period.
8. Two-piece rotors of correct diameter (aluminum hat & steel rotor) are allowed provided they are the same diameter as originally provided and the stock caliper is reused and mounted in stock location.
9. Only period design, dual plane, non-air-gap intake manifolds allowed.
10. Control arms must be OEM or OEM replacement parts such as units manufactured by Moog, etc. Tubular control arms, such as manufactured by Global West, are not allowed. The control arms may be modified and reinforced, and the ball joints may be changed, but must remain automotive style. Pivot point material may be changed from rubber to polyurethane or steel. Control arms must be mounted to the chassis in the same manner as stock.
11. Removal of passenger and rear seat is allowed.
12. Door panels are required.
13. Windshield and rear window may be replaced with polycarbonate. Side windows may be replaced or removed.
14. Springs, sway bars, axles, spindles, hubs, etc. are free so long as track remains correct.
15. Wheel openings may only be mildly relieved for legal wheel and tire clearance. Contour must appear stock when viewed from the side.
16. CVAR Official Weight: The CVAR Official Weight must be met or exceeded at all times during an event. CVAR Official Weights are “with driver.” The CVAR Official Weights are listed in the “Vehicle Specific Exceptions and Clarifications.” All CVAR Official Weights are based on the GCR/PCS/Homologation documents for the vehicle plus 185lb for the driver. Any weight penalties will be added to the CVAR Official Weight. CVAR, at its sole discretion, may specify added weight (or apply Illegal/Non-Conforming Car policy) to cars for competition purposes or for unapproved modifications.
17. The following modifications have weight penalties:
 - a. N/A
18. The following are explicitly not allowed:
 - a. Undocumented fiberglass body panels
 - b. Undocumented spoilers or air dams
 - c. Undocumented (i.e., unlisted in PCS) aluminum cylinder heads
 - d. Aluminum (non-ferrous) brake calipers



- e. Remote reservoir shock absorbers,
- f. Removal of rain gutters
- g. Stroked (over-stroked/under-stroked) engines of any displacement
- h. Quick change differentials

19. 289ci (or 302ci) powered Cobras with Webers will run in AP per 1965 SCCA specs.

7.1.2 B-Production (BP)

Cars that ran in SCCA B-Production (BP) prior to 1973. Examples are Corvette 327/350 (non-LT1), 290 AMX, Shelby GT-350 and 289 Cobra without Webers.

1. Maximum bore is limited to 0.060" over stock.
2. Maximum engine displacement is limited to maximum bore x stock stroke.
3. Roller rockers are allowed.
4. Roller camshafts are allowed.
5. Stock appearing aftermarket heads of correct material and plug location are allowed (i.e., World Products, Dart, etc.). Heads must conform to practice of the period year. For guidance, please see a Group Representative. Ford Boss heads may not be used in 1968 or earlier Ford cars.
6. Oil accumulators (Accusump or similar) and dry sumps are allowed.
7. All brake calipers must be of period design and available in period.
8. Two-piece rotors of correct diameter (aluminum hat & steel rotor) are allowed provided they are the same diameter as originally provided and the stock caliper is reused and mounted in stock location.
9. Only period design, dual plane, non-air-gap intake manifolds allowed.
10. Control arms must be OEM or OEM replacement parts such as units manufactured by Moog, etc. Tubular control arms, such as manufactured by Global West, are not allowed. The control arms may be modified and reinforced, and the ball joints may be changed, but must remain automotive style. Pivot point material may be changed from rubber to polyurethane or steel. Control arms must be mounted to the chassis in the same manner as stock.
11. Removal of passenger and rear seat is allowed.
12. Door panels are required.
13. Windshield and rear window may be replaced with polycarbonate; side windows may be replaced or removed.
14. Springs, sway bars, axles, spindles, hubs, etc. are free as long as track remains correct.
15. Wheel openings may only be mildly relieved for legal wheel and tire clearance.



Contour must appear stock when viewed from the side.

16. CVAR Official Weight: The CVAR Official Weight must be met or exceeded at all times during an event. CVAR Official Weights are “with driver.” The CVAR Official Weights are listed in the “Vehicle Specific Exceptions and Clarifications.” All CVAR Official Weights are based on the GCR/PCS/Homologation documents for the vehicle plus 185lb for the driver. Any weight penalties will be added to the CVAR Official Weight. CVAR, at its sole discretion, may specify added weight to cars (or apply Illegal/Non-Conforming Car policy) for competition purposes or for unapproved modifications.

17. The following modification have weight penalties:

- a. 302ci engine in a Ford originally equipped with 289ci: add 75# to CVAR Official Weight

18. The following are explicitly not allowed:

- a. Undocumented fiberglass body panels
- b. Undocumented spoilers or air dams
- c. Aluminum cylinder heads
- d. Aluminum (non-ferrous) brake calipers
- e. Remote reservoir shock absorbers
- f. Removal of rain gutters
- g. Stroked (over-stroked/under-stroked) engines of any displacement
- h. Quick change differentials

7.1.3 A-Sedan/Trans-Am (AS)

Cars that ran in SCCA A-Sedan (AS) or Trans-Am (TA) prior to 1973. Examples are, 1967-71 Camaro, 1964-70 Mustang, Challenger, and Javelin.

1. Maximum bore is limited to 060” over stock.
2. Maximum engine displacement is limited to maximum bore x stock stroke.
3. Roller rockers are allowed.
4. Roller camshafts are allowed.
5. Stock appearing aftermarket heads of correct material and plug location are allowed (i.e., World Products, Dart, etc.). Heads must conform to practice of the period year. For guidance, please see a Group Representative. Ford Boss heads may not be used on 1968 or earlier Ford cars.
6. Oil accumulators (Accusump or similar) and dry sumps are allowed.
7. All brake calipers must be of period design and available in period.
8. Two-piece rotors of correct diameter (aluminum hat & steel rotor) are allowed



provided they are the same diameter as originally provided and the stock caliper is reused and mounted in stock location.

9. Only period design, dual plane, non-air-gap intake manifolds allowed.
10. Control arms must be OEM or OEM replacement parts such as units manufactured by Moog, etc. Tubular control arms, such as manufactured by Global West, are not allowed. The control arms may be modified and reinforced, and the ball joints may be changed, but must remain automotive style. Pivot point material may be changed from rubber to polyurethane or steel. Control arms must be mounted to the chassis in the same manner as stock.
11. Removal of passenger and rear seat is allowed.
12. Dash pad and door panels are required.
13. Windshield and rear window may be replaced with polycarbonate; side windows may be replaced or removed.
14. Springs, shocks, sway bars, axles, spindles, hubs, etc. are free provided track remains correct.
15. Wheel openings may only be mildly relieved for legal wheel and tire clearance. Contour must appear stock when viewed from the side.
16. CVAR Official Weight: The CVAR Official Weight must be met or exceeded at all times during an event. CVAR Official Weights are “with driver.” The CVAR Official Weights are listed in the “Vehicle Specific Exceptions and Clarifications.” All CVAR Official Weights are based on the GCR/PCS/Homologation documents for the vehicle plus 185lb for the driver. Any weight penalties will be added to the CVAR Official Weight. CVAR, at its sole discretion, may specify added weight to cars (or apply Illegal/Non-Conforming Car policy) for competition purposes or for unapproved modifications.
17. The following modification have weight penalties:
 - a. 302ci engine in a Ford originally equipped with 289ci: add 75lb to CVAR Official Weight
18. The following are Explicitly prohibited:
 - a. Undocumented fiberglass body panels (doors, fenders, deck lid, hood, etc.)
 - b. Undocumented spoilers or air dams
 - c. Aluminum cylinder heads
 - d. Aluminum (non-ferrous) brake calipers
 - e. Remote reservoir shock absorbers
 - f. Removal of rain gutters
 - g. Stroked (over-stroked) engines of any displacement
 - h. Quick change differentials
19. Cars prepared to 1968 and later must conform to SCCA Trans-Am rules.



7.1.4 FIA

There are no further FIA exceptions or clarifications. See §6.3 CVAR FIA/IMSA Criteria.

7.1.5 A-Sports Racing (ASR)

Mid-engine, V-8 powered sports-racers on slicks or treaded tires. Other sports-racers with slicks or 4-valve engines. Examples are Chevron B19, Lola T212, McLaren-Chevy, Genie-Buick.

1. Can-Am cars run through 1974 are allowed.
2. Turbocharged cars are not allowed.

7.1.6 Heritage Classes (AP-H, BP-H and AS-H)

7.1.6.1 Recognition- Heritage Status

Recognize the cars within Group 1 that are authentically prepared. These cars exemplify the heritage from which we originated. “The Cars are the Stars” are embodied by those that have resisted the temptation of more modern components in the interest of strict adherence to the original ('62-'72) GCR car preparation rules. This may also include cars that have period history that is most important to retain. These cars will be recognized as “Heritage Status.” There will be different levels of Heritage Status that will be the owners choosing. At the Diamond level, we are working with other clubs to make CVAR cars eligible for premier events and invite others to our races.

1. Those conforming to original ('62-'72) GCR may apply for Heritage Status. The Authenticity Chairman intends to create a group that will evaluate applications. Applications will be judged by, but not limited to:
 - a. Actual historic race history.
 - b. Exceptional adherence to original ('62-'72) GCR car preparation rules.
 - c. Authentic Car Presentation (Aesthetics).
2. Cars achieving Heritage Status will be presented with a CVAR dash plaque as well as (TBD) decal to easily recognize these vehicles on track.
3. Heritage Status cars will be identified as such on time sheets.
4. A different Heritage Status Car will be selected at each event to be featured in the CVAR newsletter and, when possible, national publications such as Victory Lane as part of event race coverage.
5. A separate points category will be established to award Heritage Status cars their individual Season Champion.



7.1.6.2 Heritage Status Levels

1. Any car using period mechanical driveline parts (heads, cam, trans, brakes) will automatically qualify for Heritage Status race classification on track. “Period mechanical driveline parts” is defined as:
 - a. AP-H: Modify § 7.1.1 as follows:
 - i. Roller camshafts are not allowed. Roller rockers are allowed.
 - ii. Heads must conform to practice of the period year and be OEM with a casting number available before or during 1972. For guidance, please see a Group Representative.
 - iii. Dry sumps are not allowed. Oil accumulators (Accusump or similar) are allowed.
 - b. BP-H: Modify § 7.1.2 as follows:
 - i. Roller camshafts are not allowed. Roller rockers are allowed.
 - ii. Heads must conform to practice of the period year and be OEM with a casting number available before or during 1972. For guidance, please see a Group Representative.
 - iii. Dry sumps are not allowed. Oil accumulators (Accusump or similar) are allowed.
 - c. AS-H: Modify § 7.1.3 as follows:
 - i. Roller camshafts are not allowed. Roller rockers are allowed.
 - ii. Heads must conform to practice of the period year and be OEM with a casting number available before or during 1972. For guidance, please see a Group Representative.
2. Emerald Status: Period correct interior and exterior appearance and presentation at a high level. Cars will have exterior designation as well as special logbook designation.
3. Diamond Status: Period Correct, all parts are as they were in period. Cars will have exterior designation as well as special logbook designation. CVAR is negotiating reciprocity with other clubs for elite classification (i.e., SVRA Gold Medallion). This would allow entry to any elite event nationwide.
4. Period History: This will be an additional “Wreath” designation for verifiable “in period” race history.



7.2 Group 1 Vehicle Specific Exceptions and Clarifications

These take precedence over Class Specific Exceptions and Clarifications.

7.2.1 A-Production and B-Production Cars:

7.2.1.1 *American Motors AMX (1968 - 1970) as prepared for A-Production (AP) Competition*

The following cars are covered under these regulations:

1968-1970 AMC AMX Sports Coupe (360 CID)

1968-1970 AMC AMX Sports Coupe (390 CID)

Engines:

360 CID

Bore x stroke: 4.08" x 3.44"
Heads: cast iron
Block: cast iron
Carburetion: one Carter AFB, AM 4V, or Holley 4150

390 CID

Bore x stroke: 4.165" x 3.574"
Heads: cast iron
Block: cast iron
Carburetion: one Carter AFB or Holley 4150

Transmissions:

AMC 4-speed, B/W T-10, first gear \geq 2.20:1

Wheelbase:

97"

Track:

F = 60" (± 2 "), R = 57" (± 2 ")

Wheels:

8.5" x 15"

Brakes:

F = 11.96", R = 11.75" Disc

CVAR Official Weight:

360ci = 3,120 lbs.

390ci = 3,144 lbs.

CVAR Approved Options or Modifications:

- Period alternate differential housing, (i.e., 9" Ford w/full floating axles), must use standard method of suspension.
- Any appropriate and documented option not listed.



7.2.1.2 American Motors AMX (1968 - 1969) as prepared for B-Production (BP) Competition

The following cars are covered under these regulations:

1968-1969 AMC AMX Sports Coupe (290 CID)

1968-1969 AMC AMX Sports Coupe (343 CID)

Engines:

290 CID

Bore x stroke: 3.75" x 3.28"
Heads: cast iron
Block: cast iron
Carburetion: one Carter AFB or Holley 4150

343 CID

Bore x stroke: 4.08" x 3.28"
Heads: cast iron
Block: cast iron
Carburetion: one Carter AFB or Holley 4150

Transmissions:

AMC 4-speed, B/W T-10, first gear \geq 2.20:1

Wheelbase:

97"

Track:

F = 58.8" (± 2 "), R = 57" (± 2)

Wheels:

7.5" x 15"

Brakes:

F & R = 11.75" Disc

CVAR Official Weight:

290ci = 3,105 lbs.

343ci = 3,142 lbs.

CVAR Approved Options or Modifications:

- Period alternate differential housing, (i.e., 9" Ford w/full floating axles), must use standard method of suspension.
- Any appropriate and documented option not listed.



7.2.1.3 Chevrolet C2 396/427 Corvette Stingray (1965-1967) as prepared for A-Production (AP) Competition

The following cars are covered under these regulations:

1965 Corvette Stingray Roadster & Coupe (396 CID)

1966-1967 Corvette Stingray Roadster & Coupe (427 CID)

Engines:

396 CID

Bore x stroke:	4.09" x 3.76"
Heads:	cast iron
Block:	cast iron
Carburetion:	One Holley 4 bbl. or equivalent

427 CID

Bore x stroke:	4.25" x 3.76"
Heads:	cast iron or aluminum
Block:	cast iron
Carburetion:	One Holley 4 bbl. or equivalent

Transmissions:

Chevrolet 4-speed models M-20, M-21 or M-22, first gear \geq 2.20:1

Wheelbase:

98"

Track:

F = 58.0" (± 2 "), R = 58.5" (± 2 ")

Wheels:

7.5" x 15"

Brakes:

F&R = 11.75" discs

CVAR Official weight:

396ci = 3,291 lbs.

427ci = 3,141 lbs.

CVAR Approved Options or Modifications:

- Flip-up headlights may be converted to fixed type with polycarbonate cover (Sebring/Le Mans type)
- Windshield may be removed on roadster; must be replaced with suitable racing windscreen
- Any 1963-67 hood with appropriate air scoop and vents
- Side mounted exhaust system with exit tips behind door openings
- Removal of vent windows, side windows and roll-up mechanism

Specifically Prohibited:

- Removal or modification to factory "birdcage" structure except to repair rust damage or install roll cage
- Set back or lowered engine



7.2.1.4 Chevrolet C2 327 Corvette Stingray (1963-1967) as prepared for B-Production (BP) Competition

The following cars are covered under these regulations:

1963-1967 Corvette Stingray convertible & coupe (327 CID) BP

Engine:

327 CID

Bore x stroke: 4.00" x 3.25"
Heads: cast iron (straight plug heads only)
Block: cast iron
Carburetion: Rochester F.I. (or) One Holley or Carter 4-bbl.

Transmissions:

Chevrolet 4-speed models M-20, M-21 or M-22, first gear \geq 2.20:1

Wheelbase:

98"

Track:

F = 58.9" (± 2 "), R = 59.7" (± 2 ")

Wheels:

7.5" x 15"

Brakes:

F&R = 11.75" discs

CVAR Official weight:

3,091 lbs.

CVAR Approved Options or Modifications:

- Flip-up headlights may be converted to fixed type with polycarbonate cover (Sebring/Le Mans type)
- Windshield may be removed on roadster; must be replaced with suitable racing windscreen
- Any 1963-67 hood with appropriate air scoop and vents
- Side mounted exhaust system with exit tips behind door openings
- Removal of vent windows, side windows and roll-up mechanism

Specifically Prohibited:

- Removal or modification to factory "birdcage" structure except to repair rust damage or install roll cage.
- Set back or lowered engine



7.2.1.5 Chevrolet C3 Corvette Stingray (1968-1972) as prepared for A-Production (AP)

The following cars are covered under these regulations:

1969-1971 Corvette Stingray roadster & coupe (350 CID LT-1) AP

1968-1969 Corvette Stingray roadster & coupe (427 CID) AP

1970-1972 Corvette Stingray roadster & coupe (454 CID) AP

Engines:

350 CID LT-1

Bore x stroke:	4.00" x 3.48"
Heads:	cast iron
Block:	cast iron
Intake Manifold:	aluminum OEM or Period Aftermarket
Carburetion:	one Holley R-4346A 4 bbl. or equivalent

427 CID

Bore x stroke:	4.25" x 3.76"
Heads:	cast iron or aluminum
Block:	cast iron or aluminum
Carburetion:	one Holley 4 bbl. or equivalent

454 CID

Bore x stroke:	4.25" x 4.00"
Heads:	cast iron or aluminum
Block:	cast iron
Carburetion:	one Holley 4 bbl. or equivalent

Transmissions:

Chevrolet 4-speed models M-20, M-21 or M-22, first gear \geq 2.20:1

Wheelbase:

98"

Track:

F = 58.7" (± 2 "), R = 59.4" (± 2 ")

Wheels:

9.5" x 15"

Brakes:

11.75" discs F & R

CVAR Official Weight:

350ci Roadster = 3,091 lbs.

350ci Coupe = 3,083 lbs.

427ci Roadster & Coupe = 3,066 lbs.

454ci Roadster = 3,141 lbs.

454ci Coupe = 3,133 lbs.

CVAR Approved Options or Modifications:

- L88 style flares as part of the "distance kit"; wheel openings must have correct profile when viewed from the side
- Flip-up headlights may be converted to "distance kit" type with plastic covers
- Side mounted exhaust system with tips ending behind door openings

CVAR Approved Options or Modifications, Which Have Weight Penalties:

- Headlights removed completely: add 20# to CVAR Official Weight



Specifically Prohibited:

- Removal or modification to factory “birdcage” structure except to repair rust damage or installation of roll cage.
- Set back or lowered engine
- Nonstock appearing fabricated trailing arms
- Unlisted spoilers (i.e., '78 Pace Car)
- Wheel arch flares wider than L88 type or mounted so as to alter position of wheel openings
- Modified rear deck trailing edge to increase spoiler effect or mounting body at unusual angle with frame
- 1973 or later nose, bumper or grille

Note: Cars with documented IMSA/FIA history may have appropriate specifications. All others must be prepared to SCCA GCR/PCS and these regulations.



7.2.1.6 Chevrolet C3 Corvette Stingray (1968-1972) as prepared to B-Production (BP)

The following cars are covered under these regulations:

1968 Corvette Stingray Roadster & Coupe (327 CID)

1969-1972 Corvette Stingray Roaster & Coupe (350 CID L46) BP

Engines:

327 CID

Bore x stroke: 4.00" x 3.25"
Heads: cast iron (straight plug heads only)
Block: cast iron
Carburetion: One Rochester, Holley or Carter 4-bbl.

350 CID L46*

Bore x stroke: 4.00" x 3.48" BP
Heads: cast iron
Block: cast iron
Intake Manifold: cast iron, part #s 3927184, 3965577, 3973469, 6263751 only
Carburetion: Rochester, 7029207

Transmissions:

Chevrolet 4-speed models M-20, M-21 or M-22, first gear \geq 2.20:1

Wheelbase:

98"

Track:

F = 58.7" (± 2 "), R = 59.4" (± 2 ")

Wheels:

9.5" x 15"

Brakes:

11.75" discs F & R

Official weight:

3,091 lbs.

CVAR Approved Options or Modifications:

- L88 style flares as part of the "distance kit"; wheel openings must have correct profile when viewed from the side
- Flip-up headlights may be converted to "distance kit" type with plastic covers
- Side mounted exhaust system with tips ending behind door openings

CVAR Approved Options or Modifications, Which Have Weight Penalties:

- Headlights removed completely: add 20# to CVAR Official Weight
- *350 CID with OEM or approved aftermarket aluminum intake and Holley or equivalent carburetor: add 120 lbs. to CVAR Official Weight

Specifically Prohibited:

- Removal or modification to factory "birdcage" structure except to repair rust damage or installation of roll cage
- Set back or lowered engine
- Nonstock appearing fabricated trailing arms
- Unlisted spoilers (i.e., '78 Pace Car)
- Wheel arch flares wider than L88 type or mounted so as to alter position of wheel

openings

- Modified rear deck trailing edge to increase spoiler effect or mounting body at unusual angle with frame
- 1973 or later nose, bumper or grille

Note: Cars with documented IMSA/FIA history may have appropriate specifications. All others must be prepared to SCCA GCR/PCS and these regulations.



7.2.1.7 *Shelby American Cobra 289 as prepared for B-Production (BP) Competition*

The following cars are covered under these regulations:

1962-1967 Shelby Cobra (260/289 CID)

Engines:

260 CID

Bore x stroke: 3.80" x 2.87"
Heads: cast iron
Block: cast iron
Carburetion: one Carter, Ford or Holley 4V

289 CID

Bore x stroke: 4.00" x 2.87"
Heads: cast iron
Block: cast iron
Carburetion: one Carter, Ford or Holley 4V

Transmissions:

Ford 4-speed, T-10, or top-loader, first gear \geq 2.20:1
90"

Wheelbase:

Track:

F = 52" (± 2 "), R = 53.5" (± 2)"

Wheels:

7.5" x 15"

Brakes:

F = 11.6" disc, R = 11.2" disc

CVAR Official Weight:

2,335 lbs.

CVAR Approved Options or Modifications:

- Shelby intake manifolds: XEO-111(2x4v), XEO-112 (3x2v), XEO-113 (1x4v)
- 289 CID Ford "Indy" alloy block and/or heads
- p/n XCO-206 Alloy brake calipers (no increase in rotor diameter)
- p/n XCO-240 Steering brace kit
- p/n XCO-290 Competition seats
- p/n XCO-292 Competition windscreen kit
- Hill Carburetor
- All cars may have any of the recognized competition body styles: i.e., Le Mans, FIA, USRRC, etc.
- Any appropriate and documented option not listed



7.2.1.8 Shelby American Cobra 289 as prepared for A-Production (AP) Competition

The following cars are covered under these regulations:

1963-1965 Shelby Cobra (289 CID) with Webers (MkII FIA Roadster)

Engine:

289 CID

Bore x stroke: 4.00" x 2.87"

Heads: cast iron

Block: cast iron

Carburetion: 4 x Weber 48IDM 2V (AP)

Transmissions:

Ford 4-speed, T-10, or top-loader, first gear \geq 2.20:1

Wheelbase:

90"

Track:

F = 52" (± 2 "), R = 53.5" (± 2)"

Wheels:

7.5" x 15"

Brakes:

F = 11.6" disc, R = 11.2" disc

CVAR Official Weight:

2,335 lbs.

CVAR Approved Options or Modifications:

- Shelby intake manifolds: XEO-111(2x4v), XEO-112 (3x2v), XEO-113 (1x4v)
- 289 CID Ford "Indy" alloy block and/or heads
- p/n XCO-206 Alloy brake calipers (no increase in rotor diameter)
- p/n XCO-240 Steering brace kit
- p/n XCO-290 Competition seats
- p/n XCO-292 Competition windscreen kit
- Any appropriate and documented option not listed



7.2.1.9 Shelby American Cobra 427/428 as prepared for A-Production (AP) Competition

The following cars are covered under these regulations:
1965-1967 Shelby Cobra (427/428 CID)

Engines:

427 CID

Bore x stroke: 4.24" x 3.79"
Heads: cast iron
Block: cast iron
Carburetion: one or two Holley 4V or equivalent

428 CID

Bore x stroke: 4.13" x 3.98"
Heads: cast iron
Block: cast iron
Carburetion: one or two Holley 4V or equivalent

Transmissions:

Ford 4-speed, T-10, or top-loader, first gear \geq 2.20:1
90"

Wheelbase:

Track:

F = 54.25" (± 2 "), R = 57.5" (± 2)

Wheels:

9" x 15"

Brakes:

F = 11.6" disc, R = 11.2" disc

CVAR Official Weight:

2,450 lbs.

CVAR Approved Options or Modifications:

- Any appropriate and documented option not listed



7.2.1.10 Shelby American GT350 (1965-1969) as prepared for B-Production (BP) Competition

The following cars are covered under these regulations:

1965-1967 Shelby GT350 coupe (289 CID) BP

1968-1969 Shelby GT350 coupe (302 CID) BP

Engines:

289 CID

Bore x stroke: 4.00" x 2.87"
Heads: cast iron
Block: cast iron
Carburetion: one Holley 4V or equivalent

302 CID

Bore x stroke: 4.00" x 3.00"
Heads: cast iron
Block: cast iron
Carburetion: one Holley 4V or equivalent

Transmissions:

Ford 4-speed, T-10, or top-loader, first gear \geq 2.20:1

Wheelbase:

108"

Track:

F = 59" (± 2 "), R = 58" (± 2)"

Wheels:

8.5" x 15"

Brakes:

F = 11.3" disc, R = 10.0" drums

CVAR Official Weight:

1965-1967 w/ 289ci = 2,885 lbs.*
1968-1969 w/ 302ci = 2,885 lbs.

CVAR Approved Options or Modifications:

- Safety modification: replace front spindles with those from '70-74 Mustang, Falcon, Fairlane, Cougar, Comet
- R-model front valence and other R-model specifications
- 11" rear drum brakes

CVAR Approved Options or Modifications, Which Have Weight Penalties:

- *1965-1967 w/302ci: add 75 lbs. to CVAR Official Weight
- Lincoln/Galaxy 11.75" front disc brakes: add 30lb to CVAR Official Weight
- Rear disc brakes: add 75 lbs. to CVAR Official Weight



7.2.1.11 Shelby American GT500 (1967-1969) as prepared for A-Production (AP) Competition

The following cars are covered under these regulations:

1967-1969 Shelby GT500 coupe (428 CID) AP

Engine:

428 CID

Bore x stroke: 4.13" x 3.98"

Heads: cast iron

Block: cast iron

Carburetion: one or two Holley 4V or equivalent

Transmissions:

Ford 4-speed, T-10, or top-loader, first gear \geq 2.20:1

Wheelbase:

108"

Track:

F = 59" (± 2 "), R = 58" (± 2 ")

Wheels:

8.5" x 15"

Brakes:

F = 11.3" disc, R = 10.0" drums

CVAR Official Weight:

3,035 lbs.

CVAR Approved Options or Modifications:

- Safety modification: replace front spindles with those from '70-74 Mustang, Falcon, Fairlane, Cougar, Comet
- 11" rear drum brakes

CVAR Approved Options or Modifications, Which Have Weight Penalties:

- Lincoln/Galaxy 11.75" front disc brakes: add 30 lbs. to CVAR Official Weight
- Rear disc brakes: add 75 lbs. to CVAR Official Weight



7.2.2 A-Sedan and Trans-Am Cars:

7.2.2.1 **AMC Javelin (1968-1972) as prepared for A-Sedan (AS) and Trans-Am (TA) Competition**

The following cars are covered under these regulations:

1968-1969 AMC Javelin (290 CID)

1970 AMC Javelin (304 CID)

1971-1972 AMC Javelin (304 CID)

Engines:

290 CID

Bore x stroke:	3.75" x 3.28"
Heads:	cast iron
Block:	cast iron
Carburetion:	one or two AM 4300 or Holley 4V or equivalent

304 CID

Bore x stroke:	3.75" x 3.44"
Heads:	cast iron
Block:	cast iron
Carburetion:	one or two AM 4300 or Holley 4V or equivalent

Transmissions:

AMC 4-speed or B/W T-10, first gear \geq 2.20:1

Wheelbase:

109"

Track:

F = 59.7" (± 2 "), R = 59" (± 2 ")

Wheels:

8" x 15"

Brakes:

F = 11.9" disc, R = 11.4" disc

CVAR Official Weight:

1968 = 2,985 lbs.

1969 = 3,085 lbs.

1971-1972 = 3,185 lbs.

CVAR Approved Options or Modifications:

- Period alternate differential housing, (i.e., 9" Ford w/full floating axles) must use standard method of suspension.
- Any appropriate and documented option not listed
- Rear axle locating Panhard bar



7.2.2.2 Chevrolet Camaro (1967-1972) as prepared A-Sedan (AS) and Trans-Am (TA)

The following cars are covered under these regulations:

1967-1972 Chevrolet Camaro (302 CID)

Engine:

302 CID

Bore x stroke: 4.00" x 3.00"
Heads: cast iron
(67-69 = straight plug, 70-72 = angled plug allowed)
Block: cast iron
Carburetion: 1967-1968: one or two 4V or equivalent
1969-1972: one Holley 4V or equivalent

Transmissions:

GM 4-speed, B/W T-10, or Muncie M-series, first gear
>= 2.20:1

Wheelbase:

108"

Track:

F = 61.5" (± 2 "), R = 60.5" (± 2)"

Wheels:

8" x 15"

Brakes:

1967: F = 11.0" disc, R = 9.5" drum
1968-1972: F&R = 11.75" disc

CVAR Official Weight:

1967 = 2,825 lbs.
1968 = 2,985 lbs.
1969 = 3,085 lbs.
1970-1972 = 3,239 lbs.

CVAR Approved Options or Modifications:

- Cross ram intake manifold #3965701, 2 - 4v (1967-68 only)
- Cast iron Chevrolet Bowtie block
- RPO JL8, Corvette J56 brake system (iron calipers)
- Power brake booster
- Rear deck spoiler #3916633
- Z/28 lip spoiler
- Period alternate differential housing (i.e., 9" Ford w/full floating axles) must use standard method of suspension.
- Rear axle locating Panhard bar



**7.2.2.3 Chrysler (64-66), Plymouth Barracuda sedan (1964-1966),
Plymouth Valiant sedan (1964-1966), Dodge Dart sedan (1964-1966)
as prepared for A-Sedan (AS)**

The following cars are covered under these regulations:

1964-1966 Plymouth Barracuda (273 CID)

1964-1966 Plymouth Valiant (273 CID)

1964-1966 Dodge Dart (273 CID)

Engine:

273 CID

Bore x stroke: 3.63" x 3.31"

Heads: cast iron

Block: cast iron

Carburetion: one 4V or equivalent

Transmissions:

Manual: Chrysler A833 4-speed or B/W T-10, first gear \geq 2.20:1

Automatic: Chrysler A904 3-speed,

Wheelbase:

Barracuda, Valiant = 106" Dart = 111"

Track:

F = 57" (± 2 "), R = 56.6" (± 2 ")

Wheels:

8" x 15"

Brakes:

F = 11.3" disc, R = 10" drum

CVAR Official Weight:

Barracuda/Valiant = 2,775 lbs.

Dart = 2,786 lbs.

CVAR Approved Options or Modifications:

- Safety modification: replace front spindles with '73-76 Valiant, Dart, Duster; '76-86 Aspen, Mirada, Diplomat
- "Police" brake system (11.75" rotors w/iron single piston calipers)

CVAR Approved Options or Modifications, Which Have Weight Penalties:

- 11" rear drum brakes: add 30 lbs.
- 318 CID engine: add 120 lbs.



7.2.2.4 Ford Falcon/Mercury Comet (1962-1965) as prepared for A-Sedan (AS)

The following cars are covered under these regulations:

1962-1963 Ford Falcon Sprint & Mercury Comet (260cid)

1964-1965 Ford Falcon (289cid) & Mercury Comet (289cid)

Engines:

260 CID

Bore x stroke: 3.75" x 2.87"
Heads: cast iron
Block: cast iron
Carburetion: one or two Ford or Holley 4V

289 CID

Bore x stroke: 4.00" x 2.87"
Heads: cast iron
Block: cast iron
Carburetion: one or two Ford or Holley 4V

Transmissions:

Ford 4-speed, T-10, or Top-Loader, first gear \geq 2.20:1

Wheelbase:

109"

Track:

F = 59.7" (± 2 "), R = 59" (± 2 ")

Wheels:

8" x 15"

Brakes:

F = 11.3" disc, R = 11" drum

CVAR Official Weight:

1962-1963 = 2,585 lbs.

1964-1965 = 2,838 lbs.

CVAR Approved Options or Modifications:

- Safety modification: replace front spindles with those from '70-74 Mustang, Falcon, Fairlane, Cougar, Comet
- 8V Induction kit C6ZZ-6B068-A or equivalent

CVAR Approved Options or Modifications, Which Have Weight Penalties:

- 1962-1963 w/289ci: add 75 lbs. to CVAR Official Weight
- 1962-1963 w/302ci Windsor: add 150 lbs.
- 1964-1965 w/302ci Windsor: add 75 lbs. to CVAR Official Weight
- 11.3" Rear disc brakes on 1964-1967: add 75 lbs. to CVAR Official Weight
- 11.75" Lincoln/Galaxy front brakes on 64-67: add 30 lbs. to CVAR Official Weight



7.2.2.5 Ford Mustang (1964-1970) as prepared for A-Sedan (AS) and Trans-Am (TA)

The following cars are covered under these regulations:

1964-1967 Ford Mustang Coupe (289 CID)
1968 Ford Mustang Coupe (302 CID)
1969-1970 Ford Mustang Boss 302 (302 CID)

Engines:

289 CID

Bore x stroke: 4.00" x 2.87"
Heads: cast iron, Windsor
Block: cast iron
Carburetion: one or two Ford or Holley 4V

302 CID Windsor/Tunnel Port

Bore x stroke: 4.00" x 3.00"
Heads: cast iron, Windsor (or Tunnel Port 1968 only)
Block: cast iron
Carburetion: one or two Ford or Holley 4V

302 CID Boss (1969-1970 Boss 302 Only)

Bore x stroke: 4.00" x 3.00"
Heads: cast iron, Boss canted valves
Block: cast iron
Carburetion: one or two Ford or Holley 4V

Transmissions:

Ford 4-speed, T-10, or Top-Loader, first gear \geq 2.20:1

Wheelbase:

108"

Track:

F = 59" (± 2 "), R = 58.5" (± 2)"

Wheels:

8" x 15"

Brakes:

1964-1967: F = 11.3" disc, R = 10" drum
1968-1970: F = 11.75" disc, R = 11.3" disc

CVAR Official Weight:

1964-1966 = 2,791 lbs.
1967 = 2,805 lbs.
1968 = 2,985 lbs.
1969 = 3,085 lbs.
1970 = 3,330 lbs.

CVAR Approved Options or Modifications:

- Safety modification: replace front spindles with those from '70-74 Falcon, Fairlane, Cougar, Comet
- 8V Induction kit C6ZZ-6B068-A or equivalent
- 11" rear drum brakes

CVAR Approved Options or Modifications, Which Have Weight Penalties:

- 1964-1967 w/302ci Windsor: add 75 lbs. to CVAR Official Weight
- 11.3" Rear disc brakes on 1964-1967: add 75 lbs. to CVAR Official Weight
- 11.75" Lincoln/Galaxy front brakes on 64-67: add 30 lbs. to CVAR Official Weight



7.2.2.6 Mercury Cougar (1967-1970) as prepared for A-Sedan (AS) or Trans Am (TA)

The following cars are covered under these regulations:

1967 Mercury Cougar (289 CID)
1968 Mercury Cougar (302 CID)
1969-70 Mercury Cougar Eliminator (302 CID Boss)

Engines:

289 CID

Bore x stroke: 4.00" x 2.87"
Heads: cast iron, Windsor
Block: cast iron
Carburetion: one or two Ford or Holley 4V

302 CID Windsor/Tunnel Port

Bore x stroke: 4.00" x 3.00"
Heads: cast iron, Windsor (or Tunnel Port 1968 only)
Block: cast iron
Carburetion: one or two Ford or Holley 4V

302 CID Boss (1969-70 Eliminator Only)

Bore x stroke: 4.00" x 3.00"
Heads: cast iron, Boss canted valves
Block: cast iron
Carburetion: one or two Ford or Holley 4V

Transmissions:

Ford 4-speed, T-10, or Top-Loader, first gear \geq 2.20:1

Wheelbase:

111"

Track:

F = 59" (± 2 "), R = 58.5" (± 2 ")

Wheels:

8" x 15"

Brakes:

1967: F = 11.3" disc, R = 10" drum
1968-1970: F = 11.75" disc, R = 11.3" disc

CVAR Official Weight:

1967 = 2,805 lbs.
1968 = 2,985 lbs.
1969 = 3,085 lbs.
1970 = 3,330 lbs.

CVAR Approved Options or Modifications:

- Safety modification: replace front spindles with those from '70-74 Mustang, Falcon, Fairlane, Cougar, Comet
- 8V Induction kit C6ZZ-6B068-A or equivalent
- 11" rear drum brakes

CVAR Approved Options or Modifications, Which Have Weight Penalties:

- 1967 w/302ci Windsor: add 75 lbs. to CVAR Official Weight
- 11.3" Rear disc brakes on 1967: add 75 lbs. to CVAR Official Weight
- 11.75" Lincoln/Galaxy front brakes on 1967: add 30 lbs. to CVAR Official Weight



7.2.2.7 Pontiac Firebird (1968-1972) as prepared for A-Sedan (AS) and Trans-Am (TA)

The following cars are covered under these regulations:

1968-1972 Pontiac Firebird (302 CID)

Engine:

302 CID

Bore x stroke: 4.00" x 3.00"
Heads: cast iron
(68-69 = straight plug, 70-72 = angled plug allowed)
Block: cast iron
Carburetion: 1967-1968: one or two 4V or equivalent
1969-1972: one Holley 4V or equivalent

Transmissions:

GM 4-speed, B/W T-10, or Muncie M-series, first gear
>= 2.20:1

Wheelbase:

108"

Track:

F = 61.5" (± 2 "), R = 60.5" (± 2)"

Wheels:

8" x 15"

Brakes:

F&R = 11.75" disc (RPO JL8)

CVAR Official Weight:

1968 = 2,985 lbs.

1969 = 3,085 lbs.

1970-1972 = 3,385 lbs.

CVAR Approved Options or Modifications:

- Cross ram intake manifold #3965701, 2 - 4v (1967-68 only)
- Cast iron Chevrolet Bowtie block
- RPO JL8, Corvette J56 brake system (iron calipers)
- Power brake booster
- Rear deck spoiler #3916633
- Period alternate differential housing (i.e., 9" Ford w/full floating axles) must use standard method of suspension.
- ('70-'72 TA only) TA spoilers & hood #481845 / 479672
- Rear axle locating Panhard bar



7.3 Group 2 Class Specific Exceptions and Clarifications

Group 2 consists of small-bore cars such as MG-B, Fiat 124, Lotus 7 America and Minis. It includes the following classes:

- E-Production (EP)
- F-Production (FP)
- C-Sedan (CS)

Board of Directors approved exceptions and clarifications for Group 2 cars are listed in Car Specification Sheets (see §7.4 Group 2 Vehicle Specific Exceptions and Clarifications). There are no Class Specific Exceptions and Clarifications. If your car is not listed in a Car Specification Sheet, please refer to the appropriate year SCCA GCR/PCS and contact your Group Representative for advice and help.

7.4 Group 2 Vehicle Specific Exceptions and Clarifications

If your car is not listed in a Car Specification Sheet, please refer to the appropriate year SCCA GCR/PCS and contact your Group Representative for advice and help.



7.4.1 Austin Healey Sprite/MG Midget/Bugeye (1275) Class: F Production

Engine:

Manufacturer	BMC
Type	OHV 4 cylinder inline
Bore x stroke	2.78" x 3.21"
Capacity	1275cc (+0.047 overbore is allowed per GCR, Stroke remains stock).
Head material	Cast iron
Block material	Cast iron
Valve head diameter:	Intake 1.31" Exhaust 1.16"
Carburetion	Two 1.25" SU HS2

Transmission and Drive:

Clutch Diameter:	7.25"
Gearbox:	4 speed syncro gear engagement dog engagement strictly prohibited Helical or straight cut gears are both allowed.

Ratios:	Std.	Alt.	Alt.	Alt.
1	3.20	3.63	2.93	2.57
2	1.92	2.37	1.75	1.72
3	1.36	1.41	1.24	1.26
4	1.00	1.00	1.00	1.00

Final drive ratios: 3.73, 3.91, 4.22, 4.55, 4.88, 5.13, 5.38

Wheels:

13" x 6" (includes +1.5" GCR Allowance)

Maximum Car Track Width:

Front 48.75" (Includes +2.0" GCR Allowance)

Rear 47.25" (Includes +2.0" GCR Allowance)

Brakes:

Front: 8.3" Disc Rear: 7" Drum

CVAR Official Weight:

minimum w/o driver: 1404 lbs.

(Official min. weight for ALL Spridget variations which already accounts for 5% weight variation)

CVAR Approved Options or Modifications:

- 1275 Engines may be used in the Bugeye Sprite for F Production Class.
- Twin 1-1/2 SU Carbs or a single Weber 45 DCOE
- Non-Stock Battery location. (-1 point)
- Non-Stock Valve Sizes.
- Non-Stock Rocker Ratios.
- Roller rockers. (-1 point OR 10 lbs., Driver's Choice)
- Aftermarket engine internals (e.g., rods or crank). (-1 point AND 10 lbs.)
- Overbore to +0.060 max (only to avoid sleeving a block). (-1 point AND 10 lbs.)
- Single fiberglass body panels. (-1 point OR 10 lbs., Driver's Choice) (Examples: A hood or boot lid, but not both. No full fiberglass fronts or fenders.)

Any other specification for these cars should be taken directly from the 1972 GCR/PCS



7.4.2 Austin Mini Cooper "S" 970/1071/1275 Class: C Sedan

Engine:

Manufacturer	BMC
Type	OHV 4 cylinder inline
Bore x stroke	2.78" x 3.21"
Capacity	970/1071/1275cc (+0.047 overbore is allowed per GCR, Stroke remains stock).
Head material	Cast iron
Block material	Cast iron
Valve head diameter:	Intake Free Exhaust Free
Carburetion	Free - Must be period correct (i.e., no post 1972 induction systems)

Transmission and Drive:

Clutch Diameter:	7.25"
Gearbox:	4 speed
Ratios:	Free
Final Drive:	Free

Wheel:

Maximum Car Track Width:

10" x 6"
Front 56"
Rear 54.5"

Brakes:

Front: 7.5" Disc (or 7" Drum)
Rear: 7" Drum

CVAR Official Weight:

minimum w/o driver:
970cc 1106 lbs.
1071cc 1221 lbs.
1275cc 1453 lbs.
(Based on GCR rule of 1.2 lbs./cc and includes a 5% weight deduction – same as production cars)

CVAR Approved Options or Modifications:

- Overbore to +0.060 max (only to avoid sleeving a block). (-1 point AND 10 lbs.)
- Dog Engagement Gearboxes will be allowed in Mini's ONLY. (-1 point)
- Single fiberglass body panels. (-1 point OR 10 lbs., Driver's Choice) (Examples: A hood or boot lid, but not both. No full fiberglass fronts or fenders.)

Any other specification for these cars should be taken directly from the 1972 GCR/PCS



7.4.3 MGB and MGB-GT Class: E Production

Engine:

Manufacturer	BMC
Type	OHV 4 cylinder inline
Bore x stroke	3.16" x 3.50"
Capacity	1798cc (+0.047 overbore is allowed per GCR, Stroke remains stock).
Head material	Cast iron
Block material	Cast iron
Valve head diameter:	Intake 1.67" Exhaust 1.35"
Carburetion	Two 1.5" SU carburetors

Transmission and Drive:

Clutch Diameter:	8.25"
Gearbox:	4 speed syncro gear engagement dog engagement strictly prohibited Helical or straight cut gears are both allowed per GCR
Ratios:	Std. Alt.
	1 3.64 2.44
	2 2.21 1.62
	3 1.37 1.27
	4 1.00 1.00

Laycock overdrive of 0.802 is allowed
Final drive ratios: 3.91, 4.10, 4.30, 4.55, 4.88, 5.12

Wheel:

Maximum Car Track Width:

14" x 6.5" (includes +1.5" GCR Allowance)
Front 51" (Includes +2.0" GCR Allowance)
Rear 51" (Includes +2.0" GCR Allowance)

Brakes:

CVAR Official Weight:

Front: 10.75" Disc Rear: 10" Drum
minimum w/o driver 1853 lbs.
(Official min. weight which already accounts for 5% weight variation per GCR)

CVAR Approved Options or Modifications:

- Twin 1-3/4 SU Carbs or a single Weber 45 DCOE.
- Non-Stock Battery location. (-1 point)
- Non-Stock Valve Sizes
- Non-Stock Rocker Ratios.
- Roller rockers. (-1 point OR 10 lbs., Driver's Choice)
- Aftermarket engine internals (e.g., rods or crank). (-1 point AND 10 lbs.)
- Overbore to +0.060 max (only to avoid sleeving a block). (-1 point AND 10 lbs.)
- Single fiberglass body panels. (-1 point OR 10 lbs., Driver's Choice) (Examples: A hood or boot lid, but not both. No full fiberglass fronts or fenders.)

Any other specification for these cars should be taken directly from the 1972 GCR/PCS



7.4.4 Datsun SPL-311 + SPL 311U (Roadster) Class: F Production

Engine:

Manufacturer	Nissan	
Type	OHV 4 cylinder inline	
Bore x stroke	3.43" x 2.36"	
Capacity	1595cc (+0.047 overbore is allowed per GCR, Stroke remains stock).	
Head material	Cast iron or Aluminum	
Block material	Cast iron	
Valve head diameter:	Intake 1.66" or 1.69"	Exhaust 1.26" or 1.38"
Carburetion	Two Hitachi HJB 38W-3	

Transmission and Drive:

Clutch Diameter:	8"							
Gearbox:	4 or 5 speed							
Ratios:		Std.	Alt.	Alt.	Alt.	Alt.	Alt.	
	1	3.38	2.45	3.66	3.28	2.96	2.96	2.68
	2	2.01	1.62	2.18	1.92	1.86	1.86	1.70
	3	1.31	1.27	1.42	1.26	1.31	1.31	1.26
	4	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	5					0.85	0.85	0.85
Final drive ratios:	3.89, 4.11, 4.38, 4.62, 5.12, 3.70, 4.875, 5.375, 5.855, 6.14, 6.83							

Wheel:

14" x 6.0" (includes +1.5" GCR Allowance)

Maximum Car Track Width:

Front 52.2" (Includes +2.0" GCR Allowance)

Rear 49.2" (Includes +2.0" GCR Allowance)

Brakes:

Front: 11.2" Disc Rear: 9" Drum

CVAR Official Weight:

minimum w/o driver 1810 lbs. (Official min. weight which already accounts for 5% weight variation)

CVAR Approved Options or Modifications:

- Next Size up original Carbs or Single Weber of Equal size.
- Non-Stock Battery Location. (-1 point)
- Non-Stock Valve Sizes.
- Non-Stock Rocker Ratios.
- Roller rockers. (-1 point OR 10 lbs., Driver's Choice)
- Aftermarket engine internals (e.g., rods or crank). (-1 point AND 10 lbs.)
- Overbore to +0.060 max (only to avoid sleeving a block). (-1 point AND 10 lbs.)
- Single fiberglass body panels. (-1 point OR 10 lbs., Driver's Choice) (Examples: A hood or boot lid, but not both. No full fiberglass fronts or fenders.)

Any other specification for these cars should be taken directly from the 1972 GCR/PCS



7.4.5 Porsche 914-4 1.7 Liter Class: E Production

Engine:

Manufacturer Porsche
 Type 4 cylinder opposed
 Bore x stroke 3.54" x 2.60"
 Capacity 1679cc (+0.047 overbore is allowed per GCR, Stroke remains stock).
 Head material Aluminum
 Block material Aluminum
 Valve head diameter: Intake 1.55" Exhaust 1.30"
 Carburetion Bosch Fuel Injection 40 mm or Two Solex 40 PII4

Transmission and Drive:

Clutch Diameter: 8.5"
 Gearbox: 4 or 5 speed
 Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.	Alt.	Alt.
1	3.09	2.64	2.40	2.83	2.19			
2	1.76	1.89	1.60	2.00	1.93	1.69	1.55	
3	1.22	1.32	1.22	1.55	1.48	1.43	1.36	1.13
4	0.93	1.04	1.00	1.32	1.22	1.17	1.13	1.08
5	0.76	0.79	0.82	1.22	0.96	0.88	0.86	

Final drive ratios: 4.43, 4.83, 5.33

Wheel: 15" x 7" (Includes +1.5" as allowed in GCR)
Maximum Car Track Width: Front 54.72" (Includes +2" as allowed in GCR)
 Rear 56.33" (Includes +2" as allowed in GCR)

Brakes: Front: 11.05" Disc Rear: 11.1" Disc
CVAR Official Weight: minimum w/o driver 1864 lbs. (Official min. weight which already accounts for 5% weight variation per GCR)

CVAR Approved Options or Modifications:

- Non-Stock Battery Location. (-1 point)
- Use of Weber 40 IDF carburetors
- Non-stock Valve Sizes (2-liter heads are strictly prohibited).
- Non-Stock Rocker Ratios.
- Roller Rockers (-1 point OR 10 lbs., Driver's Choice)
- Aftermarket engine internals (e.g., rods or crank). (-1 point AND 10 lbs.)
- Overbore to +0.060 max (only to avoid sleeving a block). (-1 point AND 10 lbs.)
- Use of fiberglass replacement bumpers. (-1 point)
- Single fiberglass body panels. (-1 point OR 10 lbs., Driver's Choice) (Examples: A hood or boot lid, but not both. No full fiberglass fronts or fenders.)

Any other specification for these cars should be taken directly from the 1972 GCR/PCS



7.4.6 Triumph Spitfire Mk IV Class: F Production

Engine:

Manufacturer	Triumph		
Type	OHV 4 cylinder inline		
Bore x stroke	2.99" x 2.99"		
Capacity	1296cc (+0.047 overbore is allowed per GCR, Stroke remains stock).		
Head material	Cast Iron		
Block material	Cast Iron		
Valve head diameter:	Intake 1.30" or 1.44"	Exhaust 1.17"	
Carburetion	Two 1.25" SU		

Transmission and Drive:

Clutch Diameter:	6.5"		
Gearbox:	4 speed Syncro gear engagement dog engagement strictly prohibited Helical or straight cut gears are both allowed.		

Ratios:	Std.	Alt.	Alt.
1	3.75	2.93	3.75
2	2.16	1.78	2.16
3	1.39	1.25	1.39
4	1.00	1.00	1.00

Final drive ratios: 3.89, 3.2, 4.11, 4.55, 4.87

Overdrive: Laycock Model D 0.802 Ratio

Wheel:

13" x 6" (includes +1.5" GCR Allowance)

Maximum Car Track Width:

Front 52" (Includes +2.0" GCR Allowance)

Rear 51" (Includes +2.0" GCR Allowance)

Brakes:

	Std.	Alt.
Front:	9" Disc	9.7" Disc
Rear:	7" Drum	8.0" Drum

CVAR Official Weight:

minimum w/o driver 1442 lbs. (Official min. weight which already accounts for 5% weight variation)

CVAR Approved Options or Modifications:

- Twin 1-1/2 SU Carbs or a single Weber 45 DCOE.
- Non-Stock Valve Sizes
- Non-Stock Rocker Ratios.
- Non-Stock battery location. (-1 point)
- Roller Rockers. (-1 point OR 10 lbs., Driver's Choice)
- Aftermarket engine internals (e.g., rods or crank). (-1 point AND 10 lbs.)
- Overbore to +0.060 max (only to avoid sleeving a block). (-1 point +10 lbs.)
- Single fiberglass body panels. (-1 point OR 10 lbs., Driver's Choice) (Examples: Boot lid, but no full fiberglass fronts or fenders.)

Any other specification for these cars should be taken directly from the 1972 GCR/PCS



7.4.7 Triumph TR-2, TR-3, TR-3A & TR-3B Class: E Production

Engine:

Manufacturer	Triumph
Type	OHV 4 cylinder inline
Bore x stroke	3.27" x 3.62" or 3.386" x 3.62
Capacity	1991cc or 2138cc (+0.047 overbore per GCR).
Head material	cast iron
Block material	cast iron
Valve head diameter:	Intake 1.56 Exhaust 1.30
Carburetion	Two 1.75" SU

Transmission and Drive:

Clutch Diameter:	9"
Gearbox:	4 speed Syncro gear engagement (dog engagement strictly prohibited) Helical or straight cut gears are allowed.

Ratios:	Std.	Alt.	Alt.	Alt.
1	3.38	3.14	2.19	1.88
2	2.00	2.01	1.57	1.42
3	1.32	1.33	1.23	1.24
4	1.00	1.00	1.1	1.1

Overdrive:	0.821, 0.781
Final drive ratios:	3.7, 4.1, 4.3, 4.55

Wheel:	15" x 6" (includes +1.5" GCR Allowance)
Maximum Car Track Width:	Front 47" (Includes +2.0" GCR Allowance) Rear 47.5" (Includes +2.0" GCR Allowance)

Brakes:	Std.	Alt.
Front:	11" Disc	11" Disc
Rear:	9" Drum	10" Drum

CVAR Official Weight:	minimum w/o driver 1900 lbs. (Official min. weight for ALL TR variations which already accounts for 5% weight variation)
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CVAR Approved Options or Modifications:

- Non-Stock Valve Sizes.
- Non-Stock Rocker Ratios.
- Non-Stock battery location. (-1 point)
- Roller rockers. (-1 point OR 10 lbs., Driver's Choice)
- Aftermarket engine internals (e.g., rods or crank). (-1 point AND 10 lbs.)
- Overbore to +0.060 max (only to avoid sleeving a block). (-1 point AND 10 lbs.)
- Single fiberglass body panels. (-1 point OR 10 lbs., Driver's Choice) (Examples: A hood or boot lid, but not both. No full fiberglass fronts or fenders.)
- Use of "floater/retaining clip" rear axle/hub design and "Southwick" type front hubs are allowed without point or weight penalty for safety reasons.

Any other specification for these cars should be taken directly from the 1972 GCR/PCS



7.5 Group 3 Class Specific Exceptions and Clarifications

7.5.1 Formula Vee (FV and FV1)

CVAR Group 3 FV class will follow the preparation guidelines of the Monoposto FV Specifications dated December 2016. CVAR recognizes the Allowances listed below that modify Monoposto Specifications. Cars eligible for CVAR Group 3 FV class include those chassis that are documented to have been built and raced prior to December 31, 1972 for FV competition. All cars presented to compete in CVAR Group 3 FV or FV1 must also pass safety tech which is separate from the preparation rules.

Allowances:

1. Exhaust headers are not restricted to a single diameter design.
2. Cars eligible are those built and raced prior to 12/31/1972 except as validated through the Non-Conforming Car Program.
3. Eligible tires for CVAR Group 3 FV are the Hoosier or Dunlop models designated for vintage FV racing.
4. Mixing of wheel sizes is not allowed, four 15×4 or four 15×4.5 wheels must be run together.

CVAR members who have a car that is not eligible for unrestricted competition in the CVAR Group 3 FV class as noted above may apply for entry into the Non-Conforming Car Program unless the car is judged unable to be converted to a legal status. Currently this option is limited to continuation cars from the 1973-76 timeframe approved by Monoposto Specifications.

Period cars from within the Monoposto timeframe (1964-76) but not meeting the rules above can be approved for competition by non-CVAR members in FV1 class after passing safety tech if the car is judged to present a reasonable attempt to meet common vintage preparation guidelines. Non-CVAR cars found to be outside the performance envelope for CVAR Group 3 may be disqualified from participation for safety reasons.

Monoposto Specifications: <https://app.box.com/s/9be96i2ll5cbr451o16mnikwj0c9v69q>

7.6 Group 4 Class Specific Exceptions and Clarifications

Most cars running in Group 4 follow the rules outlined in § 8 Corinthian Classics (Group 4). In addition, the following classes typically run as part of Group 4 due to similar performance levels:

- H-Production (HP)
- C-Sports Racing (CSR)
- D-Sports Racing (DSR)

These classes follow the normal CVAR rules with the following exceptions and clarifications:



7.6.1 H-Production (HP)

Cars that ran in SCCA G and H-Production and D-Sedan prior to 1973. Examples are Fiat 850, 948 Sprite, 998 Mini, Fiat-Abarth 1000.

7.6.2 C-Sports Racing (CSR)

1. 1300cc engines maximum.
2. No wings allowed.
3. Treaded tires only.

7.6.3 D-Sports Racing (DSR)

1. 1100cc engines and under.
2. No wings allowed.
3. Treaded tires only.

7.7 **Group 6 Class Specific Exceptions and Clarifications**

Group 6 consists of Formula cars (other than Formula Vee) and 2-liter sports racers. It includes the following classes:

- Formula A / Formula 2 (FA/F2)
- Formula Super Vee (FSV)
- Formula B (FB)
- Formula C (FC)
- Formula Ford 1 (FF1)
- Formula Ford 2 (FF2)
- Formula Ford 3 (FF3)
- Formula Ford 2000 (FF2000)
- Sports 2000 (S2000)
- B Sports Racer (BSR)

The following exceptions and clarifications take precedence over General Criteria.

7.7.1 Formula A / Formula 2 (FA/F2)

FA and F2 cars which raced in and conform to 1986 or earlier SCCA or FIA class.

1. Engines up to 1600cc – FA.
2. Engines up to 2000cc – F2.

3. Ford / Cosworth engines only (no Toyota engines).
4. Carburetors only (no fuel injection).
5. Period bodywork must be used.
6. Tires: Slicks and rain tires permitted.
7. Any car after 1980 must be signed off by the Group Representatives prior to issue of logbook and permission to race.

7.7.2 Formula Super Vee (FSV)

1. Runs in Formula A.
2. 1986 and earlier cars conforming to 1986 or earlier SCCA or FIA class.
3. Engines up to 1600cc.
4. Air cooled VW – Type 3 1600cc only.
5. Water cooled VW – VW Rabbit/Scirocco SOHC 1600cc only.
6. Tires: Slicks and rain tires permitted.
7. Any car after 1980 must be signed off by the Group Representatives prior to issue of logbook and permission to race.

7.7.3 Formula B (FB)

FB to 1972 and F-1 to 1960.

1. Treaded tires are required.
2. Period bodywork must be used.
3. Wings are not allowed.
4. 4-valve engines are not allowed.

7.7.4 Formula C (FC)

FC, F3, Mid-engine F-Jr 1100cc and under, all with 1972 cut-off date.

1. Treaded tires are required.
2. Period bodywork must be used.
3. Wings are not allowed.
4. 4-valve engines are not allowed.



7.7.5 Formula Ford 1 (FF1)

FF to 1972. 1972 or earlier SCCA GCR or Monoposto Specifications.

1. Minimum weight – must meet ONE of the following:
 - a. 925 lbs. (w/o fuel or driver); or
 - b. 1,075 lbs. (with driver).
2. Ford “Kent” engine only, engine prepared to 2015 or earlier SCCA GCR. This is common with Monoposto and does allow aluminum heads.
3. The following tires are approved:
 - a. Toyo
 - i. Front: Toyo Proxes R888, 185/60R-13
 - ii. Rear: Toyo Proxes R888, 205/60R-13
 - b. Avon
 - i. Front: Avon 5.0 / 22.0-13 A29 14297
 - ii. Rear: Avon 6.5 / 22.30-13 A29 14298
 - iii. A29 compound only, other compounds not allowed.
 - c. Dunlop
 - i. Front: Dunlop 135/545-13 CR82 9092 Formula Ford
 - ii. Rear: Dunlop 165/580-13 CR82 9092 Formula Ford
 - iii. Standard 9092 compound only. 476 is not allowed.
 - d. Hoosier
 - i. Front: Hoosier VFF 44165, 135/545-13
 - ii. Rear: Hoosier VFF 44170, 165 / 580-13
 - e. Additional grooving or hand cutting is not allowed.
 - f. Rain tires are not allowed.
4. Steel wheels are required.
5. Distributor-housed electronic ignition (e.g., Pertronix, Bosch) is allowed.
6. May gusset frame members for safety reasons. Additional/improved roll bar bracing for safety reasons is recommended. No other additional tubing may be added that was not done in period.

7.7.6 Formula Ford 2 (FF2)

FF from 1973 to 1981. 1973-1981 SCCA GCR or Monoposto Specifications.

1. Minimum weight – must meet ONE of the following:



- a. 950 lbs. (w/o fuel or driver); or
 - b. 1,100 lbs. (with driver).
2. Ford "Kent" engine only, engine prepared to 2015 or earlier SCCA GCR. This is common with Monoposto and does allow aluminum heads.
3. The following tires are approved:
 - a. Toyo
 - i. Front: Toyo Proxes R888, 185/60R-13
 - ii. Rear: Toyo Proxes R888, 205/60R-13
 - b. Avon
 - i. Front: Avon 5.0 / 22.0-13 A29 14297
 - ii. Rear: Avon 6.5 / 22.30-13 A29 14298
 - iii. A29 compound only, other compounds not allowed.
 - c. Dunlop
 - i. Front: Dunlop 135/545-13 CR82 9092 Formula Ford
 - ii. Rear: Dunlop 165/580-13 CR82 9092 Formula Ford
 - iii. Standard 9092 compound only. 476 is not allowed.
 - d. Hoosier
 - i. Front: Hoosier VFF 44165, 135/545-13
 - ii. Rear: Hoosier VFF 44170, 165 / 580-13
 - e. Additional grooving or hand cutting is not allowed.
 - f. Rain tires are not allowed.
 - g. Note: Slicks are no longer allowed in FF2.
4. Alloy wheels are permitted.
5. Distributor-housed electronic ignition (e.g., Pertronix, Bosch) is allowed.
6. May gusset frame members for safety reasons. Additional/improved roll bar bracing for safety reasons is recommended. No other additional tubing may be added that was not done in period.

7.7.7 Formula Ford 3 (FF3)

FF from 1982 to 1994. 1982-1994 SCCA GCR.

1. Identical models must have been raced in or before the cut-off year.
2. Minimum weight – must meet ONE of the following:
 - a. 975 lbs. (w/o fuel or driver); or



- b. 1,125 lbs. (with driver).
- 3. Ford “Kent” engine only, engine prepared to 2015 or earlier SCCA GCR. This is common with Monoposto and does allow aluminum heads. Note: Honda Fit engines are not permitted.
- 4. The following tires are approved:
 - a. Toyo
 - i. Front: Toyo Proxes R888, 185/60R-13
 - ii. Rear: Toyo Proxes R888, 205/60R-13
 - b. Avon
 - i. Front: Avon 5.0 / 22.0-13 A29 14297
 - ii. Rear: Avon 6.5 / 22.30-13 A29 14298
 - iii. A29 compound only, other compounds not allowed.
 - c. Dunlop
 - i. Front: Dunlop 135/545-13 CR82 9092 Formula Ford
 - ii. Rear: Dunlop 165/580-13 CR82 9092 Formula Ford
 - iii. Standard 9092 compound only. 476 is not allowed.
 - d. Hoosier
 - i. Front: Hoosier VFF 44165, 135/545-13
 - ii. Rear: Hoosier VFF 44170, 165 / 580-13
 - e. Additional grooving or hand cutting is not allowed.
 - f. Rain tires are not allowed.
 - g. Note: Slicks are no longer allowed in FF3.
- 5. Alloy wheels are permitted.
- 6. Distributor-housed electronic ignition (e.g., Pertronix, Bosch) is allowed.
- 7. May gusset frame members for safety reasons. Additional/improved roll bar bracing for safety reasons is recommended. No other additional tubing may be added that was not done in period.

7.7.8 Formula Ford 2000 (FF2000)

FF-2000 through 1994.

- 1. Identical models must have been raced on or before the cut-off year.
- 2. Prepared to 1986-1994 SCCA GCR.
- 3. Minimum weight 1,175 lbs. (with driver).



4. Uses a Ford 1971-1974 SOHC 2-liter engine only, engine prepared to 2018 or earlier SCCA GCR only.
5. Slicks and rain tires are permitted.

7.7.9 Sports 2000 (S2000)

Mid-engine, sports-racers using a Ford SOHC 2000cc engine.

1. Identical models must have been raced in or before the cut-off year.
2. Prepared to 1986-1994 SCCA GCR.
3. Minimum weight 1,240 lbs. (with driver).
4. Uses a Ford 1971-1974 SOHC 2-liter engine only.
5. Engine prepared to 2018 or earlier SCCA GCR only.
6. Slicks and rain tires are permitted.

7.7.10 B-Sports Racing (BSR)

Mid-engine, sports-racers, and Clubman cars up to 2000cc on treaded tires. Examples are Bobsy SR-3 Twin cam, Lotus 23, Mallock U2/1600 Ford.

1. All cars with Coventry-Climax FPF engines regardless of displacement.
2. No 4-valve engines allowed.
3. Identical models must have been raced in or before the cut-off year.
4. Cars prepared to 1972 or earlier SCCA GCR.
5. Treaded tires only.
6. No wings allowed.

7.8 Group 7 Class Specific Exceptions and Clarifications

Group 7 consists of the following classes:

- C-Production (CP)
- D-Production (DP)
- B-Sedan (BS)
- B-Sedan Challenge (BS-C)

7.8.1 C-Production (CP)

Cars that ran in SCCA C-Production prior to 1973. Examples are Datsun 240Z, Jaguar XKE, Lotus Europa TC, Porsche 911, Lotus Elan.



1. C-Production cars may use 50-series tires by Board of Directors decision.
2. All SCCA-homologated Porsche 911, TVR 2500, and Lotus S-7 twin cam run in C-Production even if classed by the SCCA as B-Production.
3. All Sunbeam Tigers run in B-Production regardless of engine size.
4. XKEs may run a fiberglass hood with authenticity deduction.
5. Porsche 911 with 2.4-liter motor must run with factory mechanical butterfly injection. Other Porsche 911s may run with Webers, factory injection, or Solex carbs.
6. Porsche 911 may run front fiberglass bumpers with opening for front-mounted oil coolers.

7.8.2 D-Production (DP)

Cars that ran in SCCA D-Production prior to 1973. Examples are Alfa Duetto, Lotus Super 7, Triumph TR-4, Courier MK4.

1. Any 1965-1966 Corvair may be configured as a Yenko Stinger but must retain drum brakes.

7.8.3 B-Sedan (BS)

Cars that ran in SCCA B-Sedan prior to 1973. Examples are Datsun 510, Alfa GTV, BMW 2002, and Lotus Cortina.

1. Engine limit of 2000cc (up to and including 1970 GCR) or 2500cc (1971 and 1972 GCR 2.5 Trans-Am spec).
2. Maximum rim width is 7".

7.8.4 B-Sedan Challenge (BS-C)

Cars that ran in SCCA B-Sedan Trans-Am and IMSA RS up to October 1979. This series uses the 1972-1979 SCCA GCR's.

7.8.4.1 Prohibited Items

The following items are prohibited

- Any performance enhancing fuel additives
- Add on ignition management systems (user-controlled spark advance or retard systems)
- Traction control of any type
- Crank trigger ignitions



- Remote canister shocks and/or struts of any type
- Remotely adjustable shocks and/or struts
- Motorcycle or watercraft carburetors
- Digital dashboards
- Offsetting of the cylinder head

7.8.4.2 Engines

Engines must be naturally aspirated and the same size and manufacture that was available within this B-Sedan Challenge Series specific time period. Engine sizes that did not exist on or before October 31, 1979 or at the end of the production of a specific make and model, whichever came first, will not be allowed (except where allowed in these rules). Bore and stroke must be as manufactured, 1.2mm (.047) maximum overbore allowed. Any “pre-approved” over bored engines will carry a 1.25 pound per extra cc weight penalty. Any odd engine configurations may be allowed on an individual basis with competition adjustments and must be approved by the Authenticity Chairman.

Engines must be able to run on 112 Octane race gas or less.

Dry Sumps may be approved on an individual basis, a weight penalty may be assessed if approved.

Flywheels, clutches and starters are open, Starter must be mounted in the original position, i.e., forward mount / reverse mount.

7.8.4.3 Transmissions

Stock case synchromesh transmissions 4 or 5 speeds are acceptable.

Dog Ring transmissions in a stock case with recognized factory ratios are allowed with no weight penalty (must have documentation for ratios and are subject to scrutiny).

Gearboxes such as Jerico, G-Force, Saenz, Hewland, Quaife, etc. will be penalized 75 lbs., ratios are free.

Reverse must be fully functioning.

7.8.4.3.1 BMW allowed alternate transmissions with no weight penalty:

- Getrag 240 / 4 speed
- Getrag 242 / 4 speed standard
- Getrag 242 / 4 speed close ratio



- Getrag 245 / 5 speed o/d
- Getrag 240 / 5 speed o/d
- Getrag 235 / 5 speed sport transmission, direct drive 5th
- Getrag 245/10 5 speed sport, direct drive 5th
- Getrag 265 / 5 speed sport transmission, direct drive 5th
- ZF Direct Drive 1= 2.30 / 2 = 1.56 / 3 = 1.28 / 4 = 1.088 / 5 = 1.00
- Getrag gears are free, must be in factory case (BMW or Getrag).

7.8.4.3.2 Datsun allowed alternate transmissions with no weight penalty:

- All Z car, 200SX or Truck (Stock/Syncro) 4 or 5 speed overdrive transmissions.
- Nissan Competition Direct Drive Transmissions:
 32010-N3220, option 1- 1st 2.818, 2nd 1.973, 3rd 1.470, 4th 1.192, 5th 1.00
 32010-N3221, option 2- 1st 2.348, 2nd 1.601, 3rd 1.296, 4th 1.138, 5th 1.00
 32010-N3222, option 3- 1st 2.192, 2nd 1.601, 3rd 1.470, 4th 1.138, 5th 1.00
 32010-N3201, option 4- 1st 3.321, 2nd 2.270, 3rd 1.601, 4th 1.240, 5th 1.00
- Optional Nissan Competition 1st gears (1.813, 1.832, 1.858 and 1.97) are allowed on any Factory transmission.
- Optional Nissan Competition Webster Input Reduction Gear allowed on any Factory transmission.
- United Kingdom Elite Transmission Gear sets in a Nissan A or B case
 Option 1 – 1st 2.823, 2nd 1.976, 3rd 1.479, 4th 1.200, 5th 1.00
 Option 2 – 1st 2.348, 2nd 1.601, 3rd 1.296, 4th 1.200, 5th 1.00
- Nissan Competition early “A” Transmission with 3-piece case
 Option 1 – 1st 2.678, 2nd 1.704, 3rd 1.262, 4th 1.00, 5th .852
 Option 2 – 1st 1.858, 2nd 1.388, 3rd 1.217, 4th 1.00, 5th .852
 Option 3 – 1st 2.554, 2nd 1.758, 3rd 1.271, 4th 1.00, 5th .852
- Nissan original equipment (standard)
 1st 2.957, 2nd 1.858, 3rd 1.311, 4th 1.00, 5th .852

7.8.4.4 Front Suspension

Front Suspension and steering type must use the original suspension pieces. Relocation of pick-up points is allowed within reason for the purposes of roll center, bump steer, and suspension travel.



7.8.4.5 Rear Suspension

Rear suspension type must be based on the original suspension of vehicle. Semi-trailing arm rear suspensions are not to be replaced with true I.R.S, semi-trailing arm, or solid axle systems or vice versa.

Exception: FIA Group 2 / B-Sedan prepped race vehicles that came stock with leaf spring rear suspensions are allowed to upgrade for safety and performance reasons to a Truck Arm, 3-link, 4-Link, or Modified 4-Link (Lotus link), with a cross link, traditional watts, fixed watts, Mumford link, Panhard bar, or J-bar, or any combination thereof. Sprung links of any type are not allowed. Aluminum or Titanium solid rear axle tubes are not allowed. Quick Change center housings are not allowed.

NOTE: All live solid axle cars spring and shock assemblies can be of a coil over type, or weight jack spring buckets with a separate shock location. When utilizing a coil over for an upgrade on a solid axle system, the stock shock location on the chassis must be utilized for that assembly. The mechanical advantage or "motion ratio" of the shock location may not be improved over the stock location. Floater type rear axles are allowed. Any non-factory specifications must be approved and documented.

7.8.4.6 Under Chassis / Aerodynamics

Under trays are not allowed to extend under the car beyond the opening of the front wheel arches and may not be lower than the original bodywork. Skid Plates are allowed under the oil pan but must serve no other purpose. Box Flare, Alpina or FIA body kits may be approved on an individual basis.

7.8.4.7 Sway Bars

Sway Bars diameter and material and method of attachment are open. Cockpit adjustable Sway Bars are prohibited.

7.8.4.8 Wheels

Maximum wheel width of 7" x 13", 14" & 15" wheel diameters appropriate to the make and model are required. Brake cooling fans are not allowed. Brake Ducting is allowed within the confines of approved front-end bodywork, core supports, air dams and spoilers. Cars with 14" wheels may go up or down 1" on diameter. All Datsun's must use 13" wheels.

7.8.4.9 Brakes

Only period brake configurations are acceptable, 10.5" maximum front rotor size. Add 50 lbs. to any car that has disc brakes on rear that originally came with drum brakes. Any out of spec brake systems will carry a 25 lb. per corner weight penalty.



7.8.4.10 Windows

Polycarbonate or Lexan material may be used for windshields and must be a minimum of ¼” thick and mounted appropriately. Polycarbonate, Lexan or Plexiglass may be used for all other windows with a minimum thickness of 1/8” and must be mounted appropriately.

7.8.4.11 Weight

Minimum weight requirement (car only) is ONE pound per nominal cc, i.e., 1800cc = 1,800 lbs., 2000cc = 2,000 lbs., 2300cc = 2,300 lbs., etc. The following competition adjustments per car model are allowed:

- ALFA and BMW 2000cc: Reduction in weight to 1900 lbs.
- ALFA and BMW 1800cc: Reduction in weight to 1700 lbs.
- DATSUN 610: L-20B engine allowed at 2000 lbs.
- DATSUN 510: L-20B engine allowed at 2000 lbs.
- DATSUN: L-20B with FIA head allowed at 2075 lbs.
- All Push Rod Engine cars are allowed a reduction of 150 lbs. to minimum weight to cc requirement, with a maximum of a 601cc increase to stock displacement. Bore and stroke is open within this format for these vehicles to allow more cars to compete. Final engine package is not to exceed 2301cc maximum displacement.
- All LOTUS (Twin Cam) MODELS: Reduction in minimum weight of 100 lbs.
- All FORD (Twin Cam) MODELS: Reduction in minimum weight of 100 lbs.
- MAZDA RX-2 & RX-3: Minimum weight 2000 lbs., 12A only, venturi size is limited to 44mm for the 48MM 2 BBL Downdraft with Street porting, no Peripheral or Bridge porting.
- All VOLVO (OHC) MODELS: Reduction in minimum weight of 150 lbs.
- All VOLKSWAGEN (OHC) MODELS: Reduction in minimum weight of 150 lbs.

8 Corinthian Classics (Group 4)

Group 4 consists of 1950s technology cars. It includes the following classes:

- C-Modified (CM)
- VA
- VB
- VC



- FF-JR
- F-JR (FJ1, FJ2, FJ2a and FJ3)
- Spec Sprite
- G4T (T1 and T2)

8.1 Production Cars

1. Must have full interior with 2 seats, carpet (if originally installed) and door panels (not aluminum panels). Headliner may be removed for roll bar clearance. Seats, gauges, etc. may be substituted but not removed. Stock dash required but can be modified for instruments.
2. Wheels may be 1.5" wider than stock width as listed in the 1972 SCCA PCS or in manufacturer's data. Cars with 16" standard wheels may substitute 15" wheels.
3. Wheels must be of period appearance (modern copies OK) or points will be deducted. No Revolutions or 3-piece wheels.
4. Tires must be treaded and at least 60-series tall.
5. No body modifications allowed for tire clearance except rolling inside lip of fender. No lightweight body panels unless homologated. Bumpers may be removed and windscreens used in place of windshields. No air dams or other aerodynamic devices allowed.
6. Gearbox must have original number of speeds and conform to 1972 or earlier SCCA PCS.
7. Brakes must be of original type and size. Example: No disc brakes on 356 Porsche.
8. Carburetors must be of original manufacturer and number. Internal engine/gearbox parts are restricted to 1972 SCCA GCR and PCS regulations.
9. Roll bars and all safety equipment required. Fuel cells recommended. No points penalty for any safety equipment including roll cages in closed cars. However, cages should not extend through firewalls or bulkheads to tie into suspension points. No roll cages in open cars.
10. Cars may be lowered, springs substituted, and sway bars added. Shocks may be replaced, but changing system (e.g., lever to tube) will result in loss of authenticity points or relocation to other classes.
11. Cars of approved models but not built in 1961 or earlier are allowed so long as they maintain 1961 appearance and mechanical configuration.
12. No replicas allowed (i.e., kit cars of modern manufacture).
13. No racing history is required for any car.
14. Cars outside the spirit of the regulations may be reassigned to other CVAR race groups by Authenticity Committee.
15. All body panels must be original material.
16. All trim components and overall appearance should be visually similar to 1950s



practice.

8.2 Modifieds

1. Must be in a period configuration and use period technology (1950s) and parts.
2. Treaded tires required of 60-series or taller.
3. 6" maximum wheel width. Wheels should be of period appearance (modern copies like Panasport, American Torque-Thrust, Halibrand, etc. OK). No 3-piece wheels allowed.
4. Brakes must be of period availability (no Wilwood, vented rotors, etc.). Disc brakes may be substituted for drums only if fitted to at least one similar car prior to 1962. Proof is responsibility of driver. Any drum brake may be substituted for any other drum brake (including Alfin drums). Alternate period calipers may be used in place of Halibrand sport brakes.
5. The following cars are specifically NOT allowed in Group 4:
 - a. Lotus 19
 - b. Elva Mk.6
 - c. Cooper Monaco.

They run in BSR, Group 6 or CSR, Group 6 depending on engine.

6. Period sports-racers may be replicated using only period parts (including an original, non-repro production car frame). Owner must furnish documentation on car replicated. Example: Devin-Healey or Triumph, etc.

8.3 Approved Cars for Classes Within Corinthian Classic Group 4

Please submit cars not listed for classification. Cars with non-SCCA approved modifications may be reassigned to another class or group. Classes will be broken down further as participation levels increase.

8.3.1 C Modified

- Chevrolet Corvette 1962 327" engine. SCCA correct induction and drum brakes.
- Ferrari 250 SWB coupe and California.
- Aston Martin DB-4 series.
- Jaguar XK-150 with disc brakes and/or 3.8.
- Modifieds over 2000cc.



8.3.2 VA

- Chevrolet Corvette V-8 to 1961. 283 engine/SCCA correct induction and drum brakes.
- Ferrari (all over-2-liter street models exc. SWB) to 1961.
- Mercedes 300SL.
- Jaguar XK-120/140/150. Drum brakes and 3.4 only.
- Jaguar Mk. I and II sedans to 1961. 3.4 or 3.8 liter.
- Porsche 356 Carrera 1 (drum brake).
- BMW 507.
- Maserati 3500GT to 1961.
- Allard K and P series with V-8.
- Ford Thunderbird 1955-57.
- Woodill Wildfire and Glasspar.
- Austin-Healey 100/6 with Webers.
- Austin-Healey 100-S.
- Modifieds up to 2000cc.

8.3.3 VB

- Allard Palm Beach with 4 or 6-cylinder engines.
- Aston-Martin DB-2 series.
- Daimler SP-250 (all).
- Morgan +4 with Triumph and Standard engines.
- Nash Healey.
- Morgan 4/4 with 1340cc engine.
- AC Ace and Aceca with AC or Bristol engines.
- AH 100/4, 100/6 and 3000 (SU carbs).
- Porsche 356, A and B. 1500 and 1600 (drum brakes).
- Arnolt-Bristol.
- Frazer-Nash 2-liter models.
- Ginetta G-4 with 997cc 105E only.
- Healey Silverstone.
- Swallow Doretti.
- Alfa Romeo 2000 to 1961.
- SIATA 208S.
- OSCA street models.
- Jensen 541.
- Lancia Aurelia.
- Triumph TR-2, TR-3 and TR-3B.
- Maserati 1500 and 2000 street models.
- Lotus Super Seven to 1961 with 1340cc Ford 109E engine only. No crossflow or 1500cc.
- Lotus 7A with BMC 950 or Ford 997.



- Corvette 6-cylinder models 1953-55.
- Ferrari two-liter street models.
- MGA and twin cam (all including Mk. II).
- Elva Courier Mk. I to III with MGA engines.
- TVR Grantura with Climax or MGA engines.
- Mercedes 190SL.
- Fiat 1500S.

8.3.4 VC

- Alfa Romeo 1300 models to 1961.
- Morgan 4/4 flat rad with Climax or 1267cc Standard engine.
- Morgan Trikes.
- Sprinzel Sprite.
- Turner 950S (drum brakes).
- Fiat 1200.
- Fiat and Fiat-Abarth (all street models).
- Renault Alpine to 1961 (drum brake).
- Lotus Elite
- AH Sprite (Bugeye only). 948cc with disc or drum front brakes. SU carbs.
- Morris Minor 948cc.
- Berkeley.
- Crosley SS and Hot Shot.
- Denzel 1300.
- Porsche 356 1100cc and 1300cc.
- Dellow.
- Fairthorpe Electron.
- MG T-Series (std. or blown).
- HRG (all).
- Lancia Appia.
- Morgan 4/4 with 997cc Ford 105E or side-valve 100E engines.
- Dyna Panhard and all DB models.
- GM: 850cc to 1100cc.
- HM: Up to 850cc.
- Pre-WWII sports and race cars on period tires.

8.3.5 FF-JR:

- Front-engined F-Jr.
- F-III with motorcycle engines.



8.3.6 F-JR

- FJ1 – front engine with drum brakes
- FJ2 – rear engine with drum brakes
- FJ2a – rear engine with drum brakes and Hewland QC gearbox
- FJ3 – FJ with disc brakes

8.3.7 Spec Sprite (Board of Directors – December 2010)

8.3.7.1 Body

1. Any 1958 to 1974 Sprite, Midget or Austin Healey Mark I (Bugeye).
2. Interior trim may be removed, door panels and dash must remain, but may be covered or “skinned”.
3. Door glass and roll-up mechanism may be removed.
4. Windshield may be cut down.
5. Battery to be located in original factory location and heater box may be removed.
6. Minimum weight is 1478 lbs. with a 5% tolerance as per the GCR.

8.3.7.2 Engine

1. 1275cc A-series engine with a 276 Kent cam.
2. Overbore limited to the 1972 GCR of 0.047”. Engines currently in use will be grandfathered until replaced or rebuilt.
3. Pistons to be stock dished pistons (part number 21251).
4. Head may have hardened seats and valves but must otherwise be stock.
5. Engine internals may be balanced.
6. Adjustable timing chain may be used.

8.3.7.3 Driveline

1. Stock differential must be used with final drive ratio of 4.22:1.
2. Clutch must be stock.
3. Flywheel must be stock but may be lightened.
4. Transmission must be stock rib case.



8.3.7.4 Suspension

1. Aftermarket swaybars may be used with any type of bushings.
2. Ride height may be lowered by cutting front springs and lowering block at the rear. Springs must be stock but may be re-arched.
3. Shocks may be changed.
4. Panhard bar may be used with any type of bushings.
5. Suspension points must remain in stock location.

8.3.7.5 Brakes

1. Brake rotors and calipers must be stock.
2. Competition pads may be substituted.
3. Braided steel flex lines may be used.
4. Late type brake system including Mark I may be retrofitted.

8.3.7.6 Exhaust

1. Headers may be used in place of stock manifold.

8.3.7.7 Wheels

1. Wheels must be 13" diameter by 5" wide.
2. Aftermarket "Mags" are acceptable.

8.3.7.8 Tires

1. Any DOT that meets current CVAR Production car standards.

8.3.7.9 Fuel System

1. Fuel cell required.
2. Placement of fuel cell in or under the trunk is allowed.
3. Carburetor must be stock HS2, but needles may be richened.
4. Any air filter may be used. Velocity stacks are acceptable.



8.3.7.10 Cooling System

1. Stock radiator or aftermarket aluminum radiator must be used. Early cars may retrofit to any late model type crossflow system.
2. Stock fan must be in place.

8.3.7.11 Charging / Ignition System

1. Distributor must be stock with stock points.
2. Engines must have a working alternator or generator.

8.3.8 G4T

- Touring 1 (T1) – over 2-liter cars of the 60s with limited modifications. Approval required.
- Touring 2 (T2) – under 2-liter cars of the 60s with limited modifications. Approval required.

9 Vehicle Safety Requirements

9.1 Seat Belts/Harness

All race cars must be equipped with an approved 5- or 6-point racing safety harness of nylon web material. Lap and shoulder belts must be a minimum of 2” wide. All harness mounting points must be metal-to-metal to the car’s frame or suitable sub-structure. Safety harness must bear either a date of manufacture or an expiration date (good till 12/31 of the year listed) and must be no more than 5 years old. Some belts will only be good for 2 years. Open cockpit cars must have a nylon web material arm restraints of no less than 1” in width. Belts must be properly installed with proper fasteners and be in good condition with no fraying or hydrocarbon or sunlight damage.

9.2 Arm Restraints

All open cockpit race cars shall have driver’s arm restraints. Restraints should be worn on the forearms of drivers so that it prevents the arm of the driver from extending beyond the confines of the vehicle in the event of a roll-over. Restraints should clip into the belt latch quick release. Race suit sew-in restraints are acceptable.

9.3 Driver Apparel/Equipment

- Helmets: All drivers must wear an approved helmet with a Snell Safety Foundation



designation of SA2015 or newer. No “M” helmets allowed. An approved neck restraint system, dated within 5 years, is required in all classes. No neck collar bolsters are allowed.

- **Driving Suit:** All race drivers must wear a fire-resistant suit of two or more layers. The suit must be made of Nomex or equal. One layer suits must be worn with Nomex or equal underwear. Socks must also be of Nomex or equal material.
- **Eye Protection:** Goggles or a protective face shield must be worn in open cockpit cars and non-breakable eye-protection or face shields must be worn in closed cars.
- **Gloves:** Driving gloves must be of Nomex or equal material.
- **Hoods:** Drivers with long hair or beards must wear Nomex or equal hoods/balaclavas.
- **Shoes:** Drivers shoes must be manufactured of fire-resistant material or with all-leather on the upper portion of the shoe.

9.4 Window Safety Net

All enclosed cockpit race cars must have an approved window safety net or shall have driver’s arm restraints. Window nets shall have a quick-release system and fall down when released.

9.5 Fire Protection

All race cars must be equipped with at least a 2 lb. dry chemical fire extinguisher, securely mounted in the cockpit of the car within reach of the driver, or an onboard manual or automatic fire suppression system. All systems must have a visible gauge to verify contents and in AFF systems an unpunctured CO2 cartridge and AFF systems to be filled to manufactures recommended weight. Bottle safety pins must be removed before entering track. Remote actuators need to be clearly labeled for location. Race cars with Lithium-Ion batteries must display a special “Li” sticker near remote actuator sticker.

9.6 Electrical Cut-Off Switch

All race cars are to be equipped with a switch that is exterior mounted and/or easily accessible from the exterior. Electrical cut-off switch must be clearly labeled for activation. The switch must completely cut-off all electrical power including engine ignition and fuel pump when in the “off” position. If charging system is present, switch must cut off all power and engine at 3000 rpm.



9.7 Wheels

Wheels must be in good condition, with no cracks or excessive damage. Wire wheels must be in good condition with even tension on all spokes. No holes.

9.8 Eyebolt

All production race cars must have a front-mounted “eyebolt” or equivalent with which to tow the car if disabled. A rear tow hook is also recommended.

9.9 Suspension

The suspension and steering systems shall not have excessive play.

9.10 Catch Tanks

No oil, coolant, or other fluid leaks shall exist. Catch tanks of no less than one (1) quart for each type of liquid are required for engines, radiators, etc. Metal or high-heat resistant material is required for catch tanks.

9.11 General Appearance

Cars shall not have frayed or damaged wiring. When passing through sheet metal, hoses and wiring shall be protected. No open holes allowed through firewall or floors. Car numbers are to appear on each side and on the hood or rear deck, be permanent in nature, be no less than 10” high, with no less than a 1.5” width, and be in contrasting color to be readily visible. If race officials determine the numbers are not suitable, they must be altered or replaced before the car may enter the track. “Shoe Polish” numbers are NOT allowed. All numbers must appear neat and professional. Magnetic numbers are allowed, so long as they do not come off at speed.

9.12 Brake Lights

All race cars originally equipped with brake lights must have at least one light in proper working order. All formula cars and sports racers must have an operable “rain light.” All light lenses must be “taped” with clear or other tape. Lenses with clear coating for the purpose of retaining shards will be acceptable.

9.13 Rearview Mirror

All race cars must have a least one rearview mirror. It is strongly recommended that mirrors should be sufficient to give visibility to the left, right and center rear.



9.14 Vehicle Security

All body panels, hoods, decks, doors, batteries, catch cans, etc. shall be adequately secured in place. Battery terminals, including starter, starter solenoid and cut off switch terminals shall be covered. Cockpit mounted batteries must be held in place with a sturdy metal strap and bolted securely through the structure. Large backing washers must be used to prevent tear through. Cockpit mounted batteries should be in a battery box when possible. Seats shall be securely mounted and braced.

9.15 Fuel Cells

CVAR defines fuel cells to be a fuel holding bladder enclosed in a metal container. Exceptions may be granted where exceptional authenticity issues are involved. All bladders should be in good condition and not leaking. Roll over valves must be free and vented to the exterior of vehicle. It is recommended that cell vent lines be filtered to prevent ingress of dust and dirt. All fuel lines running through cockpit must be of either hard metal or flexible braided steel construction, including fuel pressure gauges.

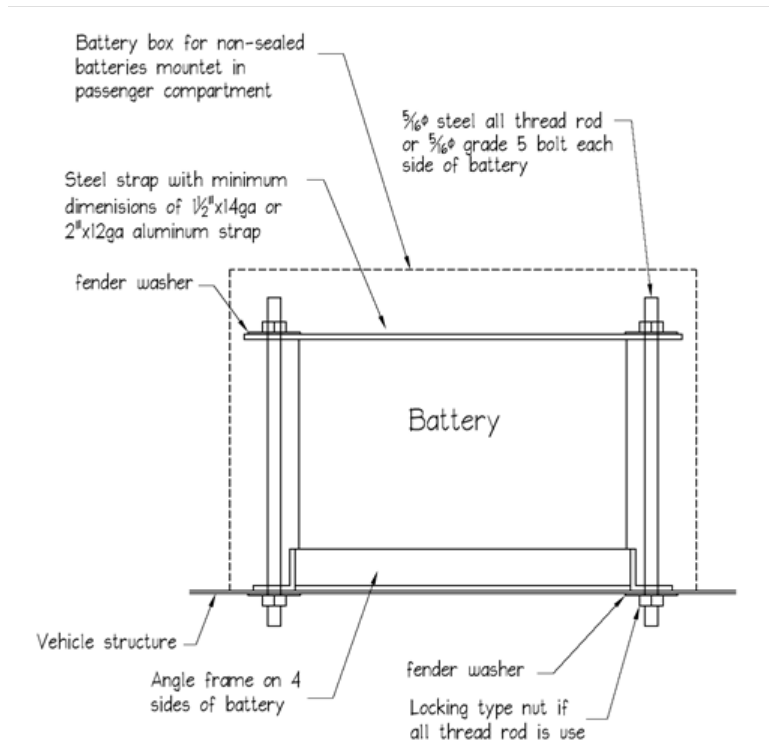
9.16 Brakes

Brakes must have adequate suitable pedal movement and sufficient fluid in the master cylinder. No visible or apparent leaks, with or without being under pressure and must operate on all wheels. Brake hoses must be in in good condition with no abrasions or cracks. Brake pads or linings must be equal to or exceed original equipment. Brake fluid quality must be clear (amber) and without debris.

9.17 Battery

Batteries should be mounted in their original location or where specified by the GCR. Batteries in those locations must be secured properly with metal bolting to the body of the vehicle with a metal holding strap. No rubber, nylon or plastic strapping allowed. Hot terminals should be properly protected. No duct tape.

In some cases, it may be necessary to relocate the battery due to a conflict with other safety requirements (location of the fuel cell, for example). Cars that have their battery located in the passenger compartment must be properly secured. Please see diagram below with an example of installation. Installations may vary. It will be at the discretion of the technical inspector if the installation meets the minimum requirement. There are affordable aftermarket suppliers of battery mounting equipment for sealed and vented batteries for racing applications. Sealed batteries do not require encasement in a container. Vented lead acid batteries must be in an encased container approved for the application. Venting of non-sealed batteries must be to the outside of the vehicle.



For any battery located in the passenger compartment, a minimum of 5/16 inch grade 5 bolts or all thread that extends from the top strap of 14ga steel or 12 ga aluminum, through the floor through large reinforcing washers (fender). Angle frame around the base of the battery to be of a minimum 14ga steel or 12ga aluminum. No rubber, nylon or plastic allowed as a method of securing the battery in the vehicle. Vehicles with fiberglass as the only structure to secure the battery in the passenger compartment, must have reinforcement to the chassis, to prevent pull through in the event of an incident.

9.18 Roll Bars/Cages

Race cars must have a roll bar or roll cage that is, at a minimum, original to the time of the car's manufacture and/or meets the 1972 SCCA General Competition Rules, except Historic and Prewar cars. CVAR recognizes the significance of Historic and Prewar cars and does not require roll bars but highly recommends their installation. Post 1972 cars must have roll-over protection, current with their organization's requirements, as long as they exceed CVAR rules and regulations. Bars within proximity of driver's helmet must be padded with SFI-45.1 padding material. Roll bars and cages must be of good design, construction and installation. If the entrant is unsure of the vehicle's current design or installation, it is the entrant's responsibility to seek the expertise of a professional roll bar/cage fabricator prior to submitting the vehicle for CVAR inspection.

9.18.1 Material

No ERW tubing is allowed, exceptions may be granted on cars with logbooks prior to 1/1/13 or visiting cars with non-CVAR logbooks. Seamless or DOM mild steel tubing (SAE 1010, 1020, 1025) or equivalent or alloy steel tubing (SAE 4125, 4130) (T-45) is required. Alloy steels must be normalized to relieve stress after welding. ERW tubing must have the weld to the inside of all bends.

9.18.2 General Construction

One continuous length of tubing must be used for the main hoop member, with smooth, continuous bends and no evidence of crimping or wall failure. Whenever possible, the hoop should start from the floor of the car, and in the case of tube frame construction, be attached to the chassis tubes by means of gussets or sheet metal webs to distribute the loads. It is recommended that gussets be used at all joints.

All welding must be of the highest possible quality, with full penetration and must be done according to ASTM specification for the material used.

9.18.3 All Cars

Minimum tubing sizes for front and main hoops and all required bracing:

Vehicle Race Weight	Mild Steel	Alloy Steel
Under 1500 lbs.	1.50" x .095"	1.375" x .095"
1500 to 2500 lbs.	1.50" x .120"	1.50" x .095"
Over 2500 lbs.	1.75" x .120"	1.625" x .095"

Optional bars and braces may be of any suitable diameter and wall thickness.

9.18.4 Mounting Plates

Welding is the preferred method for securing the bar or cage within the car. Mounting plates bolted to the structure of the car shall not be less than 3/16" thick, with a back-up plate of equal thickness on the opposite side of the panel, with the plates bolted together. There must be a minimum of three bolts per plate. Whenever possible, the mounting plate shall extend to the vertical section of the structure, such as a door pillar. Recommended minimum floor plate surface area is 24 square inches.

9.18.5 Open Cars

Width: The main hoop may be either the full width of the cockpit, or a partial cockpit width (only behind the driver.)

Height: The top of the main hoop must not be less than 2" minimum over the driver's

helmet as observed during racing conditions.

9.18.6 Bracing

A full width main hoop must incorporate a diagonal lateral brace.

The main hoop must have two braces extending forward or to the rear, attaching to the frame or chassis.

These braces must be attached as near as possible to the top of the main hoop (not more than 6" below the top and at an included angle of at least 30 degrees.)

9.18.7 Closed Cars

The main hoop must extend the full width of the driver/passenger compartment and must be as near the roof as possible.

If a front hoop is installed, it should follow the line of the front pillars and be connected by horizontal bars to the main hoop on each side at the top. Alternatively, two side hoops following the lines of the front pillars to the top of the windshield (as close to the roof as possible), then horizontally to the rear, attaching to the main hoop. These two side hoops are to be connected together by a tube over the top of the windshield.

9.18.8 Removable Rollbars

Removable rollover structures are permitted, but they must be very carefully designed, constructed and installed to be at least as strong as a permanent installation. If one tube fits inside another tube to facilitate removal, the removable portion must fit tightly, and must bottom by design, on the permanently mounted tube and at least two SAE 3/8" Grade 5 bolts must be used to secure each joint. The telescoping section must be at least eight inches in length.

10 CVAR Approved Tire List

Approved Tires:

- Avon treaded vintage racing tires
- Dunlop treaded vintage racing tires
- Englebert treaded vintage racing tires
- Goodyear Vintage Sports Car Special (Blue Streaks)
- Goodyear G24 Short Track Special (Group 7 only)
- Hoosier bias ply Street TDs and Vintage TDs
- Kumho V70
- Toyo RA1
- Yokohama A008RSII and A008P



- Yokohoma A032R
- DOT street radials with a wear rating of more than zero
- Hoosier DOT bias ply dirt stocker (Board of Directors, May 2010)

Tires Specifically Not Allowed:

- BFG G-Force R1
- BFG Comp TA drag radial
- Goodyear GS-CS
- Hoosier DOT racing radial RS03 and all current variations

Tires will be regulated by Authenticity, with the Group Representatives. Group Representatives will monitor and report an approved tire list for their race group and classes. Authenticity and Group Representatives will use a formula of cost, compound, availability, and period correctness for tire approvals. The goal is to avoid arbitrarily limiting tire choices. “Vintage Appropriate” tires which are not on the list may be run during practice/test sessions only but CANNOT be run during a qualifying session or a race session. This provision is to allow drivers to test new “Vintage Appropriate” tires so that it may be evaluated for the potential to be added to the list. If you plan on testing a new tire, it is advisable that you let your Group Representative know in advance.

11 CVAR Championship

CVAR is proud to present our championship series. A winner will be crowned in each class with a trophy. Trophy allotment based on number of cars entered in class during a season (up to next-to-last race of the year). If less than 3 entries during a season, only the 1st place trophy will be awarded. If 3 to 5 entries, then 1st place through 3rd place trophies will be awarded. If over 5 entries, 1st through 5th place trophies will be awarded.

Points to be awarded:

- 5 points – for race entry
- 1 point – for starting each race on a weekend (usually 1 race on Saturday and 2 races on Sunday)
- 1 point – for finishing each race (running at finish as determined by scoring)
- 10 points – for correct period preparation as follows:
 - 4 points – for period-correct appearing wheels and tires (60 series or taller treaded tires on production cars or 50 series approved on CP cars).
 - 3 points – for correct body configuration (no spoilers, wheel flares, fiberglass panels, etc., if not allowed in 1972 GCR and PCS).
 - 3 points – for correct engine, transmission, and suspension for period. Must conform to GCR (SCCA General Competition Rules), PCS (SCCA Production Car Specifications), FIA or IMSA regulations for the car period. Alternate period regulations must be provided by driver.



- Finishing position points for last race on Sunday or designated feature race (one per weekend)
 - 2 points – for 1st through 4th place in class
 - 1 point – for 5th and 6th place in class

No minimum entrants required for points to be awarded.

Overly aggressive/dangerous driving will be closely regulated, and points may be deleted by the Chief Steward and/or Race Chairman. Irresponsible drivers may be excluded from championships or barred from CVAR events completely. Any driver found to be intentionally cheating will be disqualified from the championship and subject to license suspension. For more point details, see scoring information at the bottom of regulations.

Any car not believed to be in the spirit of vintage racing will be ineligible for the championship.

Vehicle Regulations Committee decision is final. It is the owner's responsibility to justify questioned modifications by having copies of regulations, photos, etc. Points may be deducted for on-track infractions as determined by race officials. In case of a tie at the year end, the driver with the most wins during the season is the champion. If neither driver has any wins, second place finishes determine winner, etc.

12 Rules Changes

12.1 Process

The Competition Committee is chaired by the Authenticity Chairman, and it includes all Group Representatives and any advisors appointed by the Board of Directors. To modify a competition rule, send a proposal via email to the Competition Committee (cvarauthenticity@gmail.com) before Summer Break. Rule change proposals are reviewed on the following timeline.

June 30: Submit any rule suggestions to the Competition Committee by this deadline. Detail benefits and negative counterpoints of the change. Describe impact to performance, safety, reliability, and availability. Any increase in performance will be scrutinized heavily. Proposals backed by popular member support will be favored. Providing factual supporting documentation upfront will save time and effort.

July – August: Competition Committee reviews all proposals, verifies information, asks questions and discusses concerns.

September – October: Competition Committee publishes a draft package of admitted rules revisions to general membership for comment for a minimum period of 30 days. Members can send comments to cvarauthenticity@gmail.com. If member comments result in substantive changes to the proposal the Competition Committee shall republish the proposal to the members for an additional 30-day period. After considering final member feedback, the Competition Committee recommends rule changes to the Board of Directors for review.



November Board of Directors Meeting: Board of Directors votes on proposed changes.

December – January: Final revisions published to take effect at the next race.

12.2 Proposal Guide

This is a GUIDE for writing a “Rule Change” proposal. YOU need to do the work and not expect the Competition Committee or others to do the detailed research and justification for you. This Guide contains the types of questions that the Competition Committee, Board of Directors, and other members will ask. It’s incumbent upon you to address as many of these questions as possible as part of your proposal.

1. What specific rule are you asking to change? Please reference the specific CVAR rule (or GCR/Monoposto/FIA Rule) that you are asking to change/modify.
2. What is your reason for requesting this change? Be as specific and technical as possible: i.e., safety, availability of parts, reliability, cost, etc. It is important that you are not “General” in your proposal. If you have a reliability issue, then give the details and history. Do others in your class have the same issue or is it just you. If you have an availability problem, then provide the details of your research with the suppliers and other experts. Because cost can be a factor, please provide details on the cost of your proposal to members.

Don’t use “other clubs allow it” as your primary reasoning. It’s good to quote other Vintage Club rules in support of your proposal. However, you need a solid technical justification other than “Johnny does it, why can’t I.”

3. What is your specific recommended change? I.e., part or component details. What specific language changes are you proposing in the existing rule? Be as detailed as possible. If you are proposing a part change, give the specific part you are recommending (part and model numbers are very helpful). Rules are specific, so your proposal needs to be specific.
4. Will this change enhance the performance of the vehicle? Please explain, even if your answer is NO.
5. If this is a performance enhancing part or change, then what do you propose to keep the competition fair with your competitors? I.e., Added weight? Restrictor? Authenticity points deduction? Be specific.
6. How will this change affect car authenticity? Does the change have precedent in racing history and will it result in updating the car to a different period of preparation? Should there be a deduction in Authenticity Points?
7. What specific CVAR cars/classes does this impact? Will your proposal impact any other Groups or classes? Example: If you are proposing to upgrade a part to a more modern part, then you need to think about who else might want the same upgrade once they see your proposal. Sometimes, a change in one class impacts other classes and groups.



8. Does this proposal have the support of the Members in your Run Group? I.e., the drivers of the cars in the same class and your Group Representatives? Explain what you have done to garner support for your proposal.
9. During the process of garnering support for your proposal, was there opposition? If so, please explain. The opposition opinions are just as important as the support opinions. We are a Club and all members have equal standing and voice.



Appendix A: Authenticity Declaration Form

This form is to be filled out for each car and given to the Authenticity Chairman. If changes are made to the car, a new form is required. To be fair to all members, failure to turn in this form could result in non-gridding of your car until the form is filled out.

It is the responsibility of the owner of the car to be raced with CVAR to make sure this form is accurate in all ways. It is also the responsibility of each owner to have their car weighed on the official CVAR scales at the beginning of EVERY YEAR.

By signing this form below, you agree you have reviewed the current CVAR Rules and Car Specifications for your specific car and you certify that your car either meets all the current rules or you have noted otherwise on this form. Deliberately falsifying information on this form will result in appropriate discipline to be imposed by the Chief Steward.

CVAR Class: _____ CVAR Car No: _____ Logbook No: _____

Car Manufacture: _____ Make: _____ Model: _____

Year of Mfg: _____ Year Prepared to: _____

Car CVAR Scaled Weight: _____ Date Last Weighed by CVAR: _____

Car Owners Name: _____ Car Prepared By: _____

Engine Type/Manufacturer: _____

Total Displacement (as currently built): _____

Induction System type & Bore size: _____

Ignition System Type: _____

Active Charging System - Alternator/Generator: Yes / No

Cylinder Head Mfg: _____

Cylinder Head Material: _____ Valves Stock Size: Yes / No

Block Material: _____

Crank: (Stock or aftermarket): _____

Rods: (Stock or aftermarket): _____

Rocker Ratio: _____ Rocker Type: _____

Clutch Size and type: _____



Transmission Type: __Helical / __Straight Cut / __Syncro / __Dog Box
Transmission Manufacture: _____ No of Forward Speeds: _____

Wheels and Tires:

Front Rim Diameter and Width: _____

Front Tire Size / Type: _____

Rear Rim Diameter and Width: _____

Rear Tire Size / Type: _____

Brakes:

Rear type / size / mfg: _____

Front type / size / mfg: _____

Listed below is everything I declare about my car that does not meet the 1972 SCCA GCR Rules (or earlier) and is either an approved "exception" to '72 GCR or is a "Non-Conforming" modification

I understand that modifications to my car that are "BOD Approved Exceptions" will result in a points deduction and/or a weight adjustment to my car and "Non-Conforming" modifications to my car will need to be changed and may result in no points and adjustment in race gridding position.

Owner(s) Signature: _____ Date: _____

E-mail: _____ Cell: _____

Competition Committee Comments:

Auth. Points Deduction: _____ Req'd Weight add over CVAR Official Weight: _____



Appendix B: Group 3 Formula Vee Authenticity Declaration Form

It is the responsibility of the owner of the car to be raced with CVAR to make this form accurate in all ways. The owner must ensure that there is no misrepresentation or fraudulent documentation on this form as per CVAR racing rules and regulations. Complete this form and put it in your logbook before your annual Tech Inspection.

CVAR Group: 3 CVAR Class: FV CVAR Car No: _____ Logbook No: _____

Year of Manufacture: _____ Make: _____ Model: _____

Car Weight: _____ (825 min) Car must be presented to Tech for weight at annual inspection and weight noted in logbook.

Owners Name: _____ Prepared By: _____

Car ___is/ ___is not prepared to December 2016 Monoposto FV Specifications/CVAR Allowances

Engine: The engine is a standard horizontal, opposed VW 1200 four-cylinder powerplant with 1192 cubic centimeter displacement. Original 28 PCI or 28 PICT carburetor and intake manifold with allowed modifications are installed.

Transmission: The transmission/rear axle assembly is standard 1192cc VW, with the synchromesh components in place and a functioning reverse gear.

Brakes: Brake drums, backing plates, and wheel cylinders are standard 1192 VW sedan or duplicate replacement parts.

Clutch: Single disc VW clutch or replica as fitted to the standard VW sedan with allowed pressure plate design.

Cooling System / Electrical: VW 1200 sedan fan shroud, fan and belt with a functioning 6 or 12-volt generator.

Wheels / Tires: Wheels are standard 15x4 wide-five VW sedan or the 15x4.5 standard offset replacement. Treaded tires approved for FV vintage racing are mounted.

Bodywork: The body fully encloses the engine from top and full side view.

Period Correct Penalties: List items not in compliance with Monoposto/CVAR Rules.

Examples - *beam adjusters, lightweight starters, bolt-on valve covers or remote reservoir shocks*

I hereby certify that all the above information on this form is true and correct:

(Deliberately falsifying above information will result license suspension to be imposed by the Chief Steward)

Owner(s) Signature: _____ **Date:** _____

E-mail: _____ Phone/Cell: _____

Group Representative Comments on Authenticity



Appendix D: CVAR Annual Technical Safety Inspection

This form is for the use of professional race prep shops or trained safety inspectors. It is to assure the vehicle meets CVAR's minimum rules for safety prep. Cars that do not have a CVAR logbook and/or it is the first time at a CVAR event, still must go through a CVAR Annual Inspection. The signer of the form is attesting that the vehicle has met these requirements and safe for the events. Please fill out information where indicated, initial or indicate N/A where applicable. Entrants only need to bring this form to tech with the vehicle Logbook and their driving gear to tech to have it recorded for that year. Please refer to CVAR current safety requirements when completing this form.

Car Owner/Entrant _____

Make _____ Model _____

Car # _____ Color _____ Group _____ Transponder _____

Engine Compartment

Clean, No Leaks _____
2 Carb return springs per carb _____
Carb overflows (SU) to outside of car _____
Fuel lines good condition and tight _____
Overflows for oil and water, no kinks or slumps _____
1 quart min catch tanks for oil and water _____
No rubbing/chafing issues _____
No large penetrations in Firewall _____
Exhaust in good condition _____
Oil drains safety wired & oil lines secured _____

Electrical

Battery Hold down w/ metal straps and bolts _____
Battery / exposed terminals covered or coated _____
Brake light/s _____ Rain Light _____
Wiring in good condition, no bare ends _____
Master Cutoff ___ Clearly visible/labeled _____
(If fitted with charging system must shutoff
@3000rpm)

Fire Protection

Fire extinguisher with gauge charged _____ OR
AFF system weighed _____ Date _____
Properly Secured _____
Remote activator clearly labeled _____

Fuel System

Fuel cell, check valve, vent line _____
Fuel cell exception _____
Fuel lines properly secured/protected _____

Safety

HANS _____ Helmet (2015 & Newer) _____

Interior

Neat, Clean, No Sharp Protrusions _____
Roll Bar/Cage _____ Exception? _____
Roll Bar covered where needed _____
Belts in good condition, properly installed _____
Belt mfg date or expire date _____
Window net _____
Seat securely mounted with head restraint _____
Trunk no loose objects _____

Exterior

No loose body panels _____
Number height and legible _____
Windshield/ Windows good _____
All glass head and taillights taped _____
Mirrors (one min) secure _____
Exhaust secure _____
No leaks _____
Tow Point _____

Suspension/Running Gear

Brake fluid condition _____
Brake system lines, hoses, fluid level _____
Wheels/tires good condition, on tight _____
No excessive wheel/bearing/suspension play _____
Springs, shocks, steering linkages _____
Suspension links, axles, joints _____

Inspected by: _____

Company: _____

Date: ____/____/____

