



Group 2 Rulebook

Governing Eligible Racecar Classes:

E Production

F Production

C Sedan

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Part 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 in order 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 VMC (Vintage Motorsports Council) 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.

CVAR accepts Sedans and Production 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: Sedans A thru C; Production A thru H. CVAR does not accept replicas, continuation cars, or kit cars of any type, nor does CVAR accept any turbocharged cars.

Part 2:

Eligibility and Authenticity

1. All cars will be checked for eligibility and authentic period preparation at the first event they run of the season.
2. All cars are required to have on file with the Group Rep, an up-to-date Annual Declaration Form or they will not be gridded. Falsifying the Annual Declaration Form (cheating) could result in the suspension of the owner's VMC license for a minimum of 6 months or other disciplinary action by the Chief Steward.
3. Cars that are prepared beyond allowable modifications are required to be corrected and have authenticity points deducted and may have weight added or may be excluded from competition at the discretion of the Chief Steward, Authenticity Chairman, and the appropriate Group Rep. As detailed on the Car Specification Sheets, cars modified with “BOD approved Exceptions” may have 1 authenticity point deducted for specific BOD approved exceptions and/or a 10 lb weight adjustment added over the Official CVAR Weight for specific performance related items.
5. Once the car has been scrutinized, it need not be checked the rest of the season. 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 Group Rep so that correct points can be assigned.

6. If a change is made that would make the car less authentic, the officials must be notified so the authenticity scores can be adjusted.

7. CVAR routinely pumps motors to verify compliance with the Declaration sheet.

8. The Group Rep will spot-check for continued compliance throughout the season. If the car is found to have changed to an illegal configuration without notifying the officials, it will be disqualified from championship and driver may be suspended from competition, and/or have his VMC license revoked at the discretion of the chief steward. Any car may be periodically directed to Weigh-in after any race at the discretion of the Competition Committee or Chief Steward

9. If a driver is reprimanded or disciplined for driving infractions, all championship points can be taken away by Chief Steward. Driver can also be disqualified from championship or have other disciplinary action taken. The penalty for overdriving is more than the reward for winning.

Part 3

General Criteria for All 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 CVAR Car Specification Sheets which have been created using the 1972 GCR and PCS. Cars may not be modified beyond their Car Specification Sheet unless specifically authorized within the GCR or by BoD approved exceptions to the GCR, which are listed at the bottom of each Car Specification Sheet. If your car is not listed in a CVAR Car Specification Sheet, please refer back to the appropriate year SCCA GCR/PCS and contact your Group Rep for advice and help.
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. Shaving is permitted as 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 manufactures 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. Other brands and styles will be reviewed and approved or denied upon application by the Authenticity Committee. Approval will be so noted on the Annual Declaration Form by the Tech Inspector.
5. 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.
6. No roller cams are allowed unless fitted from the factory.
7. Aftermarket blocks are allowed provided they are of the same material as OEM and critical dimensions are the same. 8. Aftermarket engine internals are allowed, providing they are the same material (Ferrous/non-ferrous) as original.
9. 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 SU's). (See individual Car Specification Sheets for specific details for your car)

10. 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.

11. Aftermarket control arms are not allowed.

12. 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.

13. Aftermarket rotors may be used provided they are the same diameter as originally provided and stock caliper reused and mounted in stock location.

14. Battery should remain in stock location. (see individual Car Specification Sheets for any exception to this).

15. Rocker arms must remain stock ratio. Roller or ratio rockers are not allowed, unless specifically allowed by CVAR Board of Directors. (See individual Car Specification Sheets for specific details for your car and BOD approved Exceptions).

16. Modern electronic ignitions are allowed. No crank fire ignition.

Part 4

General Criteria for All 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 BoD approved exceptions. (See Individual Car Specification Sheets. If your car is not listed in a CVAR Car Specification Sheet, please refer back to the appropriate year SCCA GCR/PCS and contact your Group Rep for advice and help.).

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. Shaving is permitted as 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 manufactures 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.

6. Treaded tires of minimum 60 series aspect ratio must be used unless an exception is specifically granted by the BoD. Measured tread width will be used to determine aspect ratio.

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. Chevy 034 Bow Tie heads are permitted as substitution for 492 angle-plug family heads in AS/TA through the 2010 season, but not in 2011 and beyond.

8. No roller cams are allowed.

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.

11. A Sedan dry sump tanks must be mounted forward of the firewall.

12. 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.

13. 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.

14. Aftermarket rotors may be used provided they are the same diameter as originally provided and period caliper reused and mounted in period location.

15. Modern electronic ignition allowed. No crank-fire igniton.

16. SFI-approved aftermarket engine damper/balancer is recommended. No point deduction.

Part 5 – Individual Car Specification Sheets

Multiple Pages to follow

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

Corinthian Vintage Auto Racing - Group 2 Car Specification Sheet

Models: Austin Healey Sprite/MG Midget/Bugeye (1275)**Class: F Production****ENGINE:**

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

TRANSMISSION AND DRIVE:

Clutch Diameter: 7.25"
 Gearbox: No. speeds forward: 4 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

Wheel diameter: 13"

Rim width: 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 Official BOD Approved Exceptions to '72 GCR:

(Noted installed exceptions will result in championship points deduction and/or weight addition)

1. 1275 Engines may be used in the Bugeye Sprite for F Production Class.
2. Twin 1-1/2 SU Carbs or a single Weber 45 DCOE
3. Non-Stock Battery location. (- 1 Point)
4. Non-Stock Valve Sizes.
5. Non-Stock Rocker Ratios.
6. Roller rockers. (- 1 point OR 10 lbs: Driver's Choice)
7. Aftermarket engine internals (eg rods or crank). (- 1 point + 10 lbs)
8. Overbore to +0.060 max (only to avoid sleeving a block). (- 1 point + 10 lbs)
9. 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**

Corinthian Vintage Auto Racing - Group 2 Car Specification Sheet

Models: Austin Mini Cooper "S" 970/1071/1275**Class: C Sedan****ENGINE:**

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

TRANSMISSION AND DRIVE:

Clutch Diameter:	7.25"	
Gearbox: No. speeds forward:	4	
Ratios:	Free	
Final Drive:	Free	
Wheel diameter:	10"	
Rim width: 6" Maximum Car Track Width:	Front	56"
	Rear	54.5"
BRAKES:	Front:	7.5" Disc (or 7" Drum)
	Rear:	7" Drum

	970	1071	1275 Engine Displacement
CVAR OFFICIAL WEIGHT minimum w/o driver:	1106	1221	1453 lbs

(Based on GCR rule of 1.2#/cc of Displacement and includes a 5% weight deduction – same as production cars)

CVAR Official BOD Approved Exceptions to '72 GCR:

(Noted installed exceptions will result in championship points deduction and/or weight addition)

1. Overbore to +0.060 max (only to avoid sleeving a block). (- 1 point + 10 lbs)
2. Dog Engagement Gearboxes will be allowed in Mini's ONLY. (- 1 point)
3. 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**

Corinthian Vintage Auto Racing - Group 2 Car Specification Sheet

Models: MGB and MGB-GT**Class: E Production****ENGINE:**

Manufacturer	BMC
Type	OHV 4 cyl. In line
Bore x stroke	3.16" x 3.50" (+0.047 over bore is allowed per GCR; Stroke remains stock).
Capacity	1798 cc
Head material	Cast iron
Block material	Cast iron
Valve head diameter:	
Intake	1.67"
Exhaust	1.35"
Carburation	Two 1.5" SU carburetors

TRANSMISSION AND DRIVE:

Clutch Diameter: 8.25"

Gearbox:

No. speeds forward:	4	Syncro gear engagement only (dog engagement strictly prohibited) Helical or straight cut gears are both allowed per GCR
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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 diameter: 14"

Rim width: 6.5" (includes +1.5" GCR Allowance)

Maximum Car Track Width: Front 51" (Includes +2.0" GCR Allowance)

Rear 51" (Includes +2.0" GCR Allowance)

BRAKES: Front: 10.75" Disc

Rear: 10" Drum

CVAR OFFICIAL WEIGHT minimum w/o driver : 1853 lbs

(Official min. weight which already accounts for 5% weight variation per GCR)

CVAR Official BOD Approved Exceptions to '72 GCR:

(Noted installed exceptions will result in championship points deduction and/or weight addition)

1. Twin 1-3/4 SU Carbs or a single Weber 45 DCOE.
2. Non-Stock Battery location. (- 1 point)
3. Non-Stock Valve Sizes
4. Non-Stock Rocker Ratios.
5. Roller rockers. (- 1 point OR 10 lbs : Driver's Choice)
6. Aftermarket engine internals (eg rods or crank). (- 1 point + 10 lbs)
7. Overbore to +0.060 max (only to avoid sleeving a block). (- 1 point + 10 lbs)
8. 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**

Corinthian Vintage Auto Racing - Group 2 Car Specification Sheet

Models: Datsun SPL-311 + SPL 311U (Roadster)**Class:** F Production**ENGINE:**

Manufacturer	Nissan
Type	OHV 4 cyl. In line
Bore x stroke	3.43" x 2.36"
Capacity	1595 cc (+0.047 over bore is allowed per GCR; Stroke remains stock).
Head material	Cast iron or Aluminum
Block material	Cast iron
Valve head diameter:	
Intake	1.66"
Exhaust	1.26"
Carburation	Two Hitachi HJB 38W-3

TRANSMISSION AND DRIVE:

Clutch Diameter: 8"

Gearbox:

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.	Alt.
1	3.38	2.45	3.66	2.28	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
Overdrive						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

CHASSIS:

Wheel diameter	14"
Rim width	6.0" (includes +1.5" GCR Allowance)
Track dimension, Front	52.2" (Includes +2.0" GCR Allowance)
Track dimension, 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 for which already accounts for 5% weight variation)

CVAR Official BOD Approved Exceptions to '72 GCR:

(Noted installed exceptions will result in championship points deduction and/or weight addition)

1. Next Size up original Carbs or Single Weber of Equal size.
2. Non-Stock Battery Location. (- 1 point)
3. Non-Stock Valve Sizes.
4. Non-Stock Rocker Ratios.
5. Roller rockers. (- 1 point OR 10 lbs: Driver's Choice)
6. Aftermarket engine internals (eg rods or crank). (- 1 point + 10 lbs)
7. Overbore to +0.060 max (only to avoid sleeving a block). (- 1 point + 10 lbs)
8. 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**

Corinthian Vintage Auto Racing - Group 2 Car Specification Sheet

Models: Porsche 914-4 1.7 ltr

Class: E Production

ENGINE:

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

TRANSMISSION AND DRIVE:

Clutch Diameter: 8.5"

Gearbox:

No. speeds forward: 4 or 5

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	0.89	0.86	

Final drive ratios: 4.43, 4.83, 5.33

CHASSIS:

Wheel diameter	15"	
Rim width	7"	Includes + 1.5" as allowed in GCR
Track dimension, Front	54.72"	Includes +2" as allowed in GCR
Track dimension, 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 Official BOD Approved Exceptions to '72 GCR:

(Noted installed exceptions will result in championship points deduction and/or weight addition)

1. Non-Stock Battery Location. (-1 Point)
2. Use of Weber 40 IDF carburetors
3. Non-stock Valve Sizes (2 ltr heads are strictly prohibited).
4. Non-Stock Rocker Ratios.
5. Roller Rockers (-1 point OR 10 lbs : Driver's Choice)
6. Aftermarket engine internals (eg rods or crank). (- 1 point + 10 lbs)
7. Overbore to +0.060 max (only to avoid sleeving a block). (- 1 point + 10 lbs)
8. Use of fiberglass replacement bumpers. (- 1 point)
9. 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**

Corinthian Vintage Auto Racing - Group 2 Car Specification Sheet

Models: Triumph Spitfire Mk IV**Class:** F Production**ENGINE:**

Manufacturer	Triumph
Type	OHV, 4 cyl., inline
Bore x stroke	2.99" x 2.99"
Capacity	1296 cc (+0.047 over bore 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"
Carburation	Two 1.25" SU

TRANSMISSION AND DRIVE:

Clutch Diameter:		6.5"	
Gearbox:			
		Syncro gear engagement (dog engagement strictly prohibited)	
No. speeds forward:		4	
Ratios:		Helical or straight cut gears are both allowed.	
	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

CHASSIS:

Wheel diameter	13"	
Rim Width	6"	(includes +1.5" GCR Allowance)
Track dimension, Front	52"	(Includes +2.0" GCR Allowance)
Track dimension, 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 Official BOD Approved Exceptions to '72 GCR:

(Noted installed exceptions will result in championship points deduction and/or weight addition)

1. Twin 1-1/2 SU Carbs or a single Weber 45 DCOE.
2. Non-Stock Valve Sizes
3. Non-Stock Rocker Ratios.
4. Non-Stock battery location. (-1 Point)
5. Roller Rockers. (-1 Point OR 10 lbs: Driver's Choice)
6. Aftermarket engine internals
(eg rods or crank). (-1 Point + 10 lbs)
7. Overbore to +0.060 max (only to avoid sleeving a block). (-1 Point +10 lbs)
8. 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**

Corinthian Vintage Auto Racing - Group 2 Car Specification Sheet

Models: Triumph TR-2, TR-3, TR-3A & TR-3B**Class:** E Production**ENGINE:**

Manufacturer	Triumph
Type	OHV, 4 cyl., inline
Bore x stroke	3.27" x 3.62" or 3.386" x 3.62
Capacity	1991 cc or 2138 cc (+0.047 over bore per GCR).
Head material	CI
Block material	CI
Valve head diameter:	
Intake	1.56
Exhaust	1.30
Carburation	Two 1.75" SU

TRANSMISSION AND DRIVE:

Clutch Diameter:		9"		
Gearbox:				
		Syncro gear engagement (dog engagement strictly prohibited) Helical or straight cut gears are allowed.		
	No. speeds forward:	4		
	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		

CHASSIS:

Wheel diameter	15"	
Rim Width	6"	(includes +1.5" GCR Allowance)
Track dimension, Front	47"	(Includes +2.0" GCR Allowance)
Track dimension, Rear	47.5"	(Includes +2.0" GCR Allowance)

BRAKES:

	Std.	Alt.
Front:	Front: 11" Disc	
Rear:	Rear: 9" Drum	10.0" Drum

CVAR OFFICIAL WEIGHT minimum w/o driver: 1900 lbs

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

CVAR Official BOD Approved Exceptions to '72 GCR:

(Noted installed exceptions will result in championship points deduction and weight addition)

1. Non-Stock Valve Sizes.
2. Non-Stock Rocker Ratios.
3. Non-Stock battery location. (-1 Point)
4. Roller rockers. (-1 Point OR 10 lbs : Driver's Choice)
5. Aftermarket engine internals (eg rods or crank). (- 1 Point + 10 lbs)
6. Overbore to +0.060 max (only to avoid sleeving a block). (-1 Point + 10 lbs)
7. 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.)
8. 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**

Part 6 – Annual Declaration Form (See Next Two Pages for New Group 2 Specific Form)

CVAR - Annual Declaration Form – Page 1 of 2

This form is to be filled out annually for each car and given to the Group Rep at the beginning of each race season. 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: _____

CVAR - Annual Declaration Form – Page 2 of 2

Transmission Type (Circle applicable): 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 A

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 season. (up to next-to-last race of year). If less than 3 entries during season, 1st place trophy 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.

Awarding of Points:

- **5 points** – for race entry
- **1 point** – for starting each race on weekend (usually 1 on Sat and 2 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). 50-series OK 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 car period. Alternate period regulations must be provided by driver.

** The allocation of authenticity points between categories may be different between specific cars and groups but will always 10 points max. The Group Rep and Authenticity Chairman have discretion on this allocation and will work with drivers to properly score their car.

- **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 championship or barred from CVAR events completely. **Any driver found to be intentionally cheating will be disqualified from championship and subject to license suspension. For more point details see scoring info at bottom of regs.**

Any car not believed to be in the spirit of vintage racing will be ineligible for championship. Vehicle Regulations Committee decision is final. **It is 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 tie at year end, driver with most wins during season is champion. If neither driver has any wins, second place finishes determine winner, etc.

Appendix B:

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 TD's and Vintage TDR's
- Kumho V70
- Toyo RA1
- Toyo R888
- Yokohama A008RSII and A008P
- Yokohama A032R
- DOT street radials with a wear rating of more than zero
- Hoosier DOT bias ply dirt stocker (BoD May 2010)

Tires specifically not allowed:

- BGF G-Force R1
- BFG Comp T/A drag radial
- Goodyear GS-CS
- Hoosier DOT racing radial RS03 and all current variations

Approved Tire Specifications

Tires will be regulated by Authenticity, with the Group Reps. Group Reps will monitor and report an approved tire list for their race group and classes. Authenticity and Group Reps will use a formula of cost, compound, availability, and period correctness for tire approvals. The goal is to avoid unnecessarily limiting tire choices arbitrarily. "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 a 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 Rep know in advance.

Appendix C:

CVAR Policy Guidelines for Non-Conforming (“NC”) Cars

Purpose:

It is CVAR’s intent is to protect the integrity and health of our current race groups and follow CVRA’s mission to race authentically prepared cars. **CVAR is a “Period Class” racing club.** Stable rules within class are the bedrock of fair and meaningful racing and accurately reflects our racing history. Our rules have been long established and have proven to be effective and have been the basis of CVAR’s strong national reputation for Authenticity.

These guidelines will be used to govern limited participation for cars that otherwise would not be permitted.

PLEASE NOTE: SOME CARS WILL BE DEEMED INELIGIBLE AND NOT BE ALLOWED TO PARTICIPATE WITH CVAR

1. Non-Conforming (“NC”) Cars

NC cars are defined as cars, declared or undeclared, which have modifications beyond our rules that gives them a significant performance advantage or are grossly out of “Period Class” spec. NC status shall be solely determined by the Authenticity Chairman or Authenticity Committee and the determination of the Authenticity Chairman or Authenticity Committee shall be final.

- EVERY AVENUE TO RETURN THE CAR TO CVAR LEGAL STATUS SHOULD BE PURSUDED. Focus should be on eliminating the performance advantage or correcting the “out of Period Class spec” situation. If a driver/owner wants to be considered part of the race their car must be built to the rules of an appropriate class.
- No permanent CVAR logbook will be given to new NC cars.
- Current CVAR cars deemed NC may have their logbook suspended.
- All cars deemed NC may be granted permission to run as an exhibition during a race with the following restrictions.
 - NC cars will be placed in the run group as determined by the Chief Steward and Authenticity Chair.
 - NC cars will be staged at the back of the Grid and held on Grid until the Chief Steward/Race Control has determined they can be released to conduct a safe an appropriate exhibition.

- Timing and scoring will place the NC cars at the bottom of the time sheets with no time and listed DQ/NC

NC cars will not be a part of any race. NC may be granted the privilege of being on track, as an exhibition, while an actual regulated race is being run. There should be no expectation of a driver/owner of an NC car to have any standing, results, lap times or points from a race while on track. Be advised that an NC car may not have the same amount of track time as properly prepared cars.

The following guidelines are intended to drive participants to prepare their cars in a manner consistent with CVAR rules. NC status should not be considered a racing Class. Our racing history would have never allowed cars that did not follow the rules to participate. In period, cars found NC would have been disqualified from participation.

Result

Historic, Fair and Meaningful Racing

Many members of CVAR enjoy the competition, some claim to just race for the fun of it and don't care about points and trophies. It is often the latter whose cars are out of compliance with current rules and have a performance advantage or "out of Period Class" modifications. As a result, they can often impact another driver's race or season who does care about such things. By allowing the NC cars only to be on track in exhibition form, we maintain the historic, fair and meaningful racing period that we honor.