



Race Car

Classification and Rules



Revision Record

Rev	Notes	Date	Author
D	<ol style="list-style-type: none"> 1. Correct heading number formatting error in Section 9. 2. Update "CVAR Championship" section for revised award criteria adopted by the board on 2/24/2026. 3. Add QR codes for the Authenticity Declaration Form (Appendix A) and Group 3 Formula Vee Authenticity Declaration Form (Appendix B). 4. Revise preamble of CVAR Technical Safety Inspection Form (Appendix D) to make clear that it is the entrant's responsibility to inspect their car prior to every race. This is no requirement to turn in this form at CVAR Annual Tech. 	3/18/2026	R. Price
C	<p>Incorporate 2025 rule change proposals adopted by the board on 1/17/2026:</p> <ol style="list-style-type: none"> 1. Dogbox and rear disc brake allowances in Groups 2 and 7. 2. Spec Sprite updates. 3. General allowance of 0.060" overbore without penalty. 4. Triumph hub and axle allowances in Group 7. 5. Allow 15" diameter wheels where 14" diameter wheels are specified. 6. CVAR tire rule update. 7. Add WSR class to Group 6. 8. Fire system currency requirements. 9. Allow battery relocation in Production and Sedan cars without penalty. <p>Incorporate 2024 rule change proposals adopted by the board throughout 2025:</p> <ol style="list-style-type: none"> 1. Addition of 1985 eligibility for Group 1 (class GT-1). 2. Reorganize Group 1 1972 classes into "Base" and "+" classes. "Base" classes correspond to what was "Heritage" class. 3. Remove Group 1 "Heritage" class rules. 4. Add dogbox, multi-disc clutch and wheel width exceptions for Group 1 "+" classes. 5. Addition of 1985 eligibility for Group 2 (classes EP+, FP+, GT-4 and GT-5). 6. Addition of 1985 eligibility for Group 7 (classes GT-2-C, GT-3-D, GT-2 and GT-3). 7. Remove "1985 Eligibility for Groups 2 and 7" appendix as those rules are now in the main document. 8. Move Group 1 and Group 2 CVAR car sheets into a separate document. 9. Assign point and weight penalties to Group 1, 2 and 7 exceptions to facilitate car scoring. 10. Replace the word "trophy" with "award" in the CVAR Championship section for flexibility. 11. Revise the calculation of Authenticity Points in the CVAR Championship section. 	1/21/2026	R. Price
B	<p>Incorporate the following rule changes adopted by the board on 01/18/2025:</p> <ol style="list-style-type: none"> 1. Proposal to clarify how FJ1, FJ2 and FJ3 are described 	02/20/2025	R. Price



	<p>and classified.</p> <ol style="list-style-type: none"> 2. Proposal to clarify helmet expiration date language. 3. Proposal to distinguish and clarify the differences between Group 1 TA class and A-Sedan class. 4. Proposal to expand eligibility to 1985 for Groups 2 and 7. 5. Eliminate B-Sedan Challenge rules as those cars will now run in GT-3. 6. Add Appendix E “1985 Eligibility for Groups 2 and 7” and temporary notes in Group 2 and Group 7 sections referring to Appendix E. 7. Replace printed authenticity forms with “Cognito Form” links in Appendix A and B. 8. Add Appendix F with links to original rule sets including the 1985 GCR. 		
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 D. 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. 	05/06/2024	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.
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 CVAR exceptions, 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 preparation up to and including the 1972 SCCA GCR as follows:

- Production A through H
- Sedans A through C

In addition, CVAR accepts Production and Sedan cars beyond 1972 up to and including 1985, with CVAR exceptions, with preparation in accordance with SCCA's GCR/PCS/GTCS versions up to and including 1985. CVAR requires that any car accepted must be representative of a car type that actually raced in period in the SCCA. Tube framed cars are specifically NOT allowed and all cars must run on Treaded Tires (no slicks allowed).

Classes are based on preparation beyond 1972 up to and including the 1985 SCCA GCR as follows:

- Production E through H
- GT-1 through GT-5 (including GT-2-C and GT-3-D)

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, S2000 Class for cars up to 1994 and World Sports Racer (WSR) Class for cars up to 2000. 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
- 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. The usual deduction will be 3 points for EACH non-conformity, although this number may be increased or reduced at the discretion of the Authenticity Chairman.
 - 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.



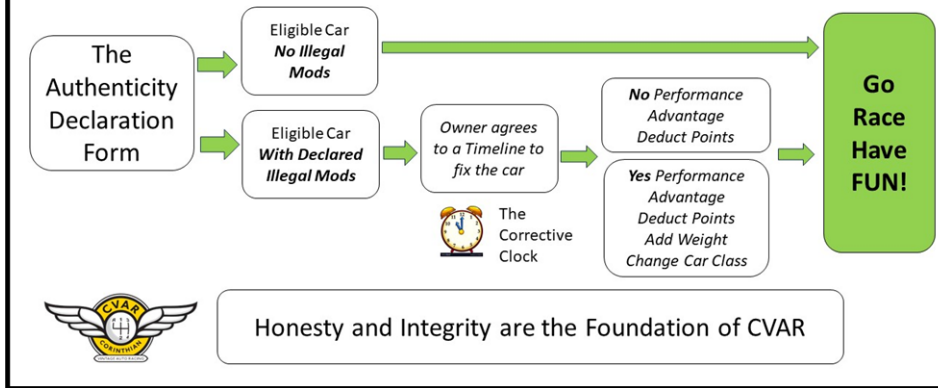
7. If a change is made that would make the car less authentic, the Authenticity Chairman and/or Group Representative must be notified so the authenticity scores can be adjusted.
8. CVAR reserves the right to pump motors, weigh cars or impound cars after a race and/or perform spot checks throughout the 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:

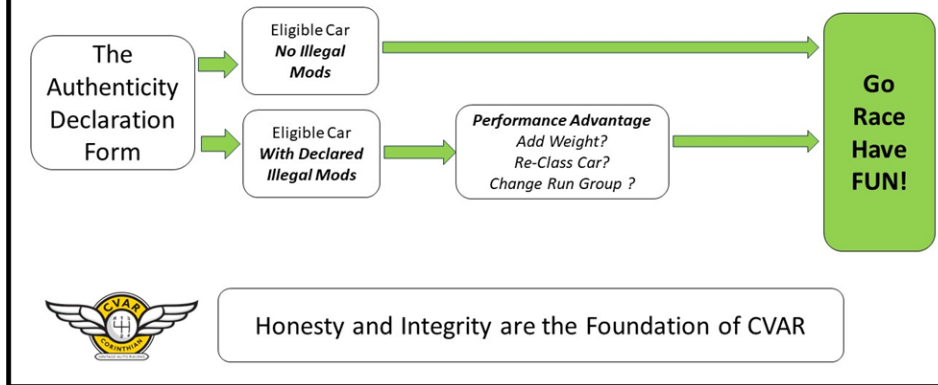
- a. Guest Member cars will not receive any points in the CVAR Championship. If they wish to participate in the CVAR Championship, then they must become full CVAR Members.
- b. Guests can only participate in two CVAR race events (weekends) per calendar year. If they wish to participate in more than two, 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.



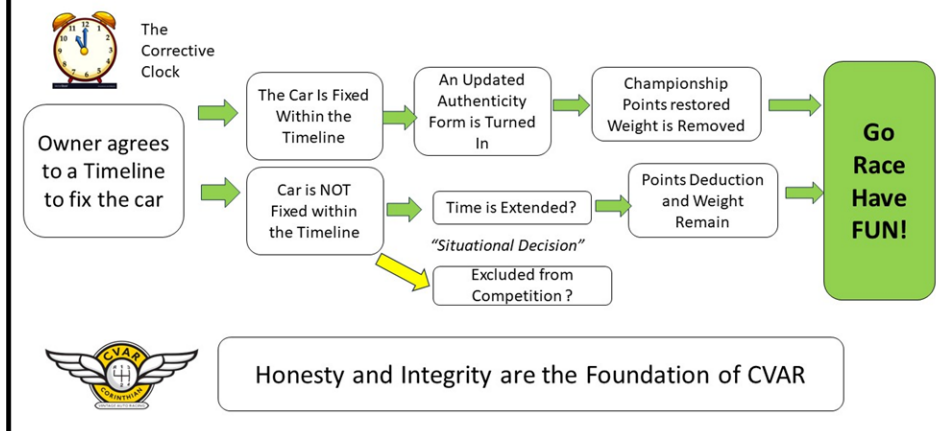
Process Flow Chart For Member Car Eligibility

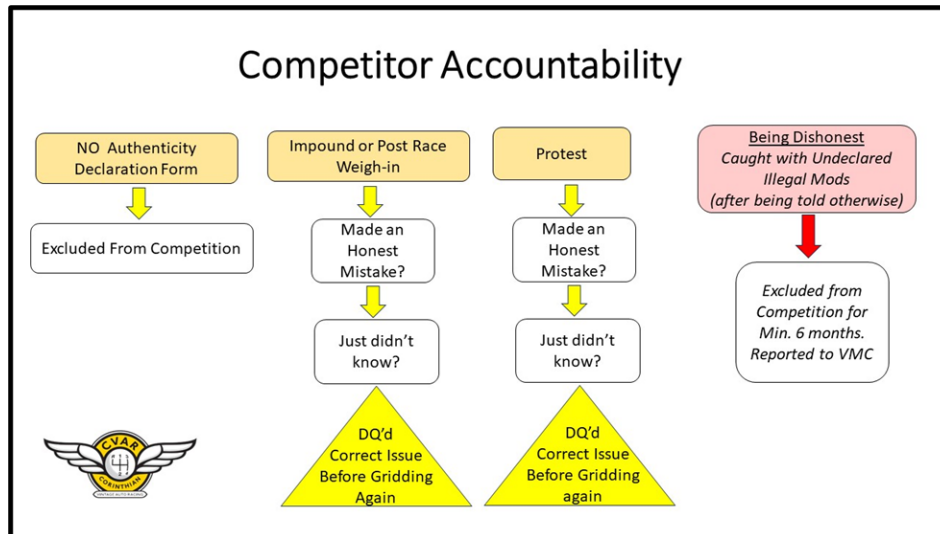


Process Flow Chart For Guest Car Eligibility



How the "Corrective Clock" Works





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.

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 protester 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 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.

Links to original rules and homologation/recognition forms are provided in **Appendix E: SCCA GCRs, Monoposto Specifications and Homologation/Recognition Form Links** for convenience. CVAR makes available copies of the 1954, 1959, 1962, 1967, 1972 and 1985 GCRs as PDF files. These GCRs have been optically scanned and bookmarked to aid with searching and navigation. If an entrant prepares to a different year, it is their responsibility to obtain documentation and make it available to CVAR officials upon request.

CVAR provides additional Board-approved exceptions to facilitate racing 50-year-old cars and promote fair competition. These appear in group-specific preparation standards below. In addition, all cars must meet CVAR's **Vehicle Safety Requirements** and pass safety tech. If you have a suggestion for a new or revised rule, please follow CVAR's rule change process in **Rules Changes**.

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 your dispute.

6 Group 1 Preparation Standards

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:

- 1972 Production Cars
 - A-Production (AP)
 - A-Production “+” (AP+)
 - B-Production (BP)
 - B-Production “+” (BP+)
- 1967 Sedan Cars



- A-Sedan (AS)
- A-Sedan “+” (AS+)
- 1972 Sedan Cars
 - Trans-Am (TA)
 - Trans-Am “+” (TA+)
- 1985 GT Cars
 - GT-1
- FIA/IMSA
- A-Sports Racing (ASR)

In many cases, the same car can qualify under either 1967, 1972 or 1985 rules. The desired level of preparation determines the appropriate ruleset and class.

6.1 1972 Production Cars (Classes AP, AP+, BP, BP+)

Cars that ran in SCCA A-Production and B-Production up to 1972 as listed in the 1972 PCS.

A-Production examples are:

- Corvette 396, 427, 454 and 350 LT-1
- 390 AMX
- Shelby GT-500
- Shelby 427 Cobra and 289 Cobra with Webers

B-Production examples are:

- Corvette 283, 327 and 350 L-46
- 290 AMX
- Shelby GT-350
- Shelby 289 Cobra without Webers

6.1.1 Authentic Preparation

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.

Cars must be prepared to specifications listed on their respective page in the PCS. Cars may not be modified beyond their PCS unless specifically authorized within the GCR or by Board of Directors approved exceptions.



Post 1972 unibodies 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.

6.1.2 Car Weight

Car weight without fuel and driver must meet or exceed the CVAR Official Weight. CVAR Official Weight is calculated as follows:

$$\text{CVAR Official Weight} = 0.95 \times \text{PCS Weight} + \text{Weight Penalties}$$

“PCS Weight” is found in the Production Car Sheet (PCS) for the model. The multiplier of 0.95 accounts for the 5% allowance in Appendix A Section 2.1(e) of the 1972 SCCA GCR.

6.1.3 CVAR Exceptions for AP, AP+, BP and BP+ Classes

The following exceptions have been adopted by the Board of Directors for reliability, safety or parts-availability reasons and do not confer a gross performance advantage. Some exceptions may have associated weight or authenticity point penalties.

CVAR Exceptions for AP, AP+, BP and BP+	Penalty
Heads must conform to practice of the period year and be OEM with a casting number available before or during 1972. Ford Boss heads may not be used in 1968 or earlier Ford cars.	-
Aftermarket blocks are allowed provided they are of the same material as OEM and critical dimensions are the same.	-
Aftermarket engine internals are allowed, provided they are the same material (ferrous/non-ferrous) as original.	-
May upgrade to bigger versions of their original carburetors or replace them with Webers with the same number of barrels	-
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.	-
All brake calipers must be of period design and available in period.	-
Aftermarket rotors may be used provided they are the same diameter as originally provided and period caliper reused and mounted in stock location.	-
Battery may be relocated.	-
Roller rockers are allowed.	1 Point
Modern electronic ignitions are allowed. No crank-fire ignition.	1 Point
Any fastback Mustang may be configured as a GT-350 or GT-500 so long as external appearance is faithfully replicated.	-
Maximum bore is limited to 0.060" over stock.	-
Maximum engine displacement is limited to maximum bore x stock stroke.	-
Oil accumulators (Accusump or similar) are allowed.	-
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.	-



CVAR Exceptions for AP, AP+, BP and BP+	Penalty
Use of electric power steering is allowed.	-
A Ford 302ci engine may replace a Ford 289ci engine.	75lbs
Headlights may be removed on 1968-72 Corvette.	20lbs
1969-71 Corvette with 350 and aluminum intake ("LT-1" configuration) may run in BP/BP+.	120lbs
Period alternate differential housing (i.e., 9" Ford w/full floating axles) allowed on AMC AMX. Must use standard method of suspension.	-
15" diameter wheels may be used instead of 14" diameter wheels for tire availability reasons. Wheel width must meet period specifications.	1 Point

6.1.4 Additional CVAR Exceptions for AP+ and BP+ Classes

The following exceptions have been adopted by the Board of Directors for rules commonality with other vintage racing clubs and may confer a gross performance advantage. They are limited to the Group 1 Production "+" classes (AP+ and BP+) and usually have associated weight or authenticity point penalties.

Additional CVAR Exceptions for AP+ and BP+	Penalty
Roller camshafts are allowed.	1 Point
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.	1 Point
Dry sumps are allowed.	1 Point
Two-piece rotors of correct diameter (aluminum hat & steel rotor) are allowed provided they are the same diameter as originally provided and a period caliper is reused and mounted in stock location.	1 Point
Windshield and rear window may be replaced with polycarbonate. Side windows may be replaced or removed.	-
Aftermarket dog-ring transmissions or transmissions that have been modified to accept Hewland type gears that may be shifted without using the clutch are allowed. Must be 4-speed and GCR/PCS ratios.	1 Point AND 100lbs
Multi-disc clutches allowed.	1 Point
Lincoln/Galaxy 11.75" front disc brakes allowed on GT350 and GT500.	30lbs
Rear disc brakes on GT350 and GT500.	75lbs
SVRA wheel widths allowed (+0.5" over GCR) (C3 Corvette, Cobra 427/428)	1 Point AND 25lbs
SVRA wheel widths allowed (+1.0" over GCR) (BP AMX, C2 Corvette, Cobra 289)	1 Point AND 50lbs

6.2 **1967 Sedan Cars (Classes AS and AS+)**

Cars that ran in SCCA A-Sedan up to 1967. These classes recognize a time period when sedan cars needed to closely meet FIA recognition forms. Car examples are:

- 1967 Chevrolet Camaro (302) with GM differential and GM rear drum brakes
- 1964-66 Dodge Dart (273)
- 1962-67 Ford Falcon (260, 289)
- 1964-67 Ford Mustang Coupe (289)
- 1962-67 Mercury Comet (260, 289)



- 1967 Mercury Cougar (289)
- 1964-67 Plymouth Barracuda (273)
- 1964-66 Plymouth Valiant (273)

6.2.1 Authentic Preparation

All cars must be prepared to the SCCA GCR limited to the year 1967. 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.

Cars must be prepared to specifications listed on their respective recognition form and may not be modified beyond their form unless specifically authorized within the GCR or by Board of Directors approved exceptions.

Post 1967 unibodies may be used in the construction of cars provided they are fully back dated to 1967 or earlier specs. It is up to the entrant to prove there are no structural enhancements in the later unibody.

6.2.2 Car Weight

Car weight without fuel and driver must meet or exceed the CVAR Official Weight. CVAR Official Weight is calculated as follows:

$$\text{CVAR Official Weight} = \text{Recognition Form Weight} + \text{Weight Penalties}$$

6.2.3 CVAR Exceptions for AS and AS+ Classes

The following exceptions have been adopted by the Board of Directors for reliability, safety or parts-availability reasons and do not confer a gross performance advantage. Some exceptions may have associated weight or authenticity point penalties.

CVAR Exceptions for AS and AS+	Penalty
Heads must conform to practice of the period year and be OEM with a casting number available before or during 1972. Ford Boss heads may not be used in 1968 or earlier Ford cars.	-
Aftermarket blocks are allowed provided they are of the same material as OEM and critical dimensions are the same.	-
Aftermarket engine internals are allowed, provided they are the same material (ferrous/non-ferrous) as original.	-
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.	-
All brake calipers must be of period design and available in period.	-
Aftermarket rotors may be used provided they are the same diameter as originally provided and period caliper reused and mounted in stock location.	-
Battery may be relocated.	-
Roller rockers are allowed.	1 Point
Modern electronic ignitions are allowed. No crank-fire ignition.	-



CVAR Exceptions for AS and AS+	Penalty
Maximum bore is limited to 0.060" over stock.	-
Maximum engine displacement is limited to maximum bore x stock stroke.	-
Oil accumulators (Accusump or similar) are allowed.	-
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.	-
Removal of passenger seat is allowed.	-
Use of electric power steering is allowed.	-
Springs, shocks, sway bars, axles, spindles, hubs, etc. are free provided track remains correct.	-
Wheel openings may only be mildly relieved for legal wheel and tire clearance. Contour must appear stock when viewed from the side.	-
A Ford 289ci engine may replace a Ford 260ci engine.	75lbs
A Ford 302ci engine may replace a Ford 260ci engine.	150lbs
A Ford 302ci engine may replace a Ford 289ci engine.	75lbs
A Dodge/Plymouth 318ci engine may replace a Dodge/Plymouth 273ci engine.	120lbs
15" diameter wheels may be used instead of 14" diameter wheels for tire availability reasons. Wheel width must meet period specifications.	1 Point

6.2.4 Additional CVAR Exceptions for AS+ Class

The following exceptions have been adopted by the Board of Directors for rules commonality with other vintage racing clubs and may confer a gross performance advantage. They are limited to the Group 1 AS+ class cars and usually have associated weight or authenticity point penalties.

Additional CVAR Exceptions for AS+	Penalty
Roller camshafts are allowed.	1 Point
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.	1 Point
Dry sumps are allowed.	1 Point
Two-piece rotors of correct diameter (aluminum hat & steel rotor) are allowed provided they are the same diameter as originally provided and a period caliper is reused and mounted in stock location.	1 Point
Windshield and rear window may be replaced with polycarbonate. Side windows may be replaced or removed.	-
Aftermarket dog-ring transmissions or transmissions that have been modified to accept Hewland type gears that may be shifted without using the clutch are allowed. Must be 4-speed and recognition form ratios.	1 Point AND 100lbs
Multi-disc clutches allowed.	1 Point
Lincoln/Galaxy 11.75" front disc brakes allowed on Falcon/Comet and Mustang/Cougar.	30lbs
Rear disc brakes on Falcon/Comet and Mustang/Cougar.	75lbs
11" rear drum brakes on 64-66 Dodge/Plymouth	30lbs
SVRA wheel widths allowed (+0.5" over GCR)	1 Point AND 25lbs



6.3 1972 Sedan Cars (Classes TA and TA+)

Cars that ran in SCCA A-Sedan from 1968 up to 1972 (“Trans-Am” era). These classes recognize a philosophical shift in the rules for sedan racing. Rather than using FIA recognition form values, Trans-Am cars raced with equalized weights and displacements and were allowed significant preparation. Car examples are:

- 1968-72 AMC Javelin (305)
- 1967 Chevrolet Camaro (302) with non-GM differential or rear disc brakes
- 1968-72 Chevrolet Camaro (302)
- 1970 Dodge Challenger (304)
- 1969-72 Ford Mustang (Boss 302)
- 1968-79 Mercury Cougar (302)
- 1970 Plymouth Cuda (304)

6.3.1 Authentic Preparation

All cars must be prepared to the SCCA GCRs between 1968 and 1972. Any appropriate year may be chosen but cars must be prepared to a single year. No mixing and matching of rules from different years is allowed.

Cars must be prepared to specifications listed within the GCR or by Board of Directors approved exceptions.

Post 1972 unibodies 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.

6.3.2 Car Weight

Car weight without fuel and driver must meet or exceed the CVAR Official Weight. CVAR Official Weight is calculated as follows:

$$\text{CVAR Official Weight} = 3,068\text{lbs} + \text{Weight Penalties}$$

The 1972 GCR A-Sedan Class Weight is 3,200 pounds with full fuel and no driver. Subtracting 132 pounds (GCR-specified 22 gallon fuel cell x 6 pounds/gallon) gives 3,068 pounds. See 1972 SCCA GCR Appendix A Section 6.A.3(d).

6.3.3 CVAR Exceptions for TA and TA+ Classes

The following exceptions have been adopted by the Board of Directors for reliability, safety or parts-availability reasons and do not confer a gross performance advantage. Some exceptions may have associated weight or authenticity point penalties.



CVAR Exceptions for TA and TA+	Penalty
Heads must conform to practice of the period year and be OEM with a casting number available before or during 1972.	-
Aftermarket blocks are allowed provided they are of the same material as OEM and critical dimensions are the same.	-
Aftermarket engine internals are allowed, provided they are the same material (ferrous/non-ferrous) as original.	-
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.	-
Battery may be relocated.	-
Roller rockers are allowed.	-
Modern electronic ignitions are allowed. No crank-fire ignition.	-
Where a car uses a mass-produced engine to meet the TA 5L displacement limit (i.e., Chevrolet or Ford 302), then maximum bore is limited to 0.060" over stock.	-
Where a car uses a mass-produced engine to meet the TA 5L displacement limit (i.e., Chevrolet or Ford 302), then engine displacement is limited to maximum bore x stock stroke.	-
Oil accumulators (Accusump or similar) are allowed.	-
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.	-
Use of electric power steering is allowed.	-
Springs, shocks, sway bars, axles, spindles, hubs, etc. are free provided track remains correct.	-
Wheel openings may only be mildly relieved for legal wheel and tire clearance. Contour must appear stock when viewed from the side.	-
A Dodge/Plymouth 318ci engine may replace a Dodge/Plymouth 304ci engine.	75lbs
15" diameter wheels may be used instead of 14" diameter wheels for tire availability reasons. Wheel width must meet period specifications.	1 Point

6.3.4 Additional CVAR Exceptions for TA+ Class

The following exceptions have been adopted by the Board of Directors for rules commonality with other vintage racing clubs and may confer a gross performance advantage. They are limited to the Group 1 TA+ class cars and usually have associated weight or authenticity point penalties.

Additional CVAR Exceptions for TA+	Penalty
Roller camshafts are allowed.	1 Point
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.	1 Point
Windshield and rear window may be replaced with polycarbonate. Side windows may be replaced or removed.	-
Aftermarket dog-ring transmissions or transmissions that have been modified to accept Hewland type gears that may be shifted without using the clutch are allowed. Must be 4-speed.	1 Point AND 100lbs
SVRA wheel widths allowed (+0.5" over GCR)	1 Point AND 25lbs



6.4 1985 GT Cars (Class GT-1)

Cars that ran in SCCA GT-1 up to 1985 as listed in the 1985 GTCS.

6.4.1 Authentic Preparation

All cars must be prepared to the SCCA GCR/GTCS limited to the year 1985. 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.

Cars must be prepared to specifications listed on their respective page in the GTCS. Cars may not be modified beyond their GTCS unless specifically authorized within the GCR or by Board of Directors approved exceptions.

Post 1985 unibodies may be used in the construction of cars provided they are fully back dated to 1985 or earlier specs. It is up to the entrant to prove there are no structural enhancements in the later unibody.

CVAR GT-1 class cars must be based upon a production chassis. Tube frame (“silhouette”) cars are not accepted.

6.4.2 Car Weight

Car weight without fuel and driver must meet or exceed the CVAR Official Weight. CVAR Official Weight is calculated as follows:

$$\text{CVAR Official Weight} = \text{GTCS Weight} + \text{Weight Penalties}$$

“GTCS Weight” is found in the GT Car Sheet (GTCS) for the model. In GT-1 Class, this weight is without fuel and driver. See 1985 SCCA GCR Appendix A Section 6.2.

6.4.3 CVAR Exceptions for GT-1 Class

The following exceptions have been adopted by the Board of Directors for reliability, safety or parts-availability reasons. Some exceptions may have associated weight or authenticity point penalties.

CVAR Exceptions for GT-1	Penalty
Aftermarket blocks are allowed provided they are of the same material as OEM and critical dimensions are the same.	-
Maximum bore is limited to 0.060” over stock.	-
Maximum engine displacement is limited to maximum bore x stock stroke.	-
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.	1 Point
Windshield may be replaced with polycarbonate.	-
15” diameter wheels may be used instead of 14” diameter wheels for tire availability reasons. Wheel width must meet period specifications.	-



6.5 FIA/IMSA

6.5.1 Authentic Preparation

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 (note: 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.

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

Entrants must provide documentation of proper specifications and pictures of the exemplified car. 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.

Examples of documentation acceptable to CVAR include:

- 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.



6.5.2 CVAR Exceptions for FIA/IMSA

CVAR Exceptions for FIA/IMSA	Penalty
Allow OEM heads that retain original design, appearance, dimensions, material, port spacing, flow, and valve diameter, with intent to replicate period performance.	-
Allow aftermarket replacement blocks that retain original design, appearance, dimensions, and material, with intent to replicate period performance.	-
Allow aftermarket engine internals with original dimensions.	-
Period-correct carburetors may replace mechanical fuel injection.	-
Roller rockers are allowed.	-
Modern electronic ignitions are allowed. No crank-fire ignition.	-
Substitution of single-plug ignition in place of twin-plug allowed.	-
Maximum bore is limited to 0.060" over stock.	-
Maximum engine displacement is limited to maximum bore x stock stroke.	-
Dry sumps are allowed.	-
Allow roll cages through firewall or bulkhead.	-
Cosmetic body panels attaching to the original chassis may substitute fiberglass for metal.	-
Lexan allowed in place of glass.	-

6.6 A-Sports Racer (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.
3. Owners must provide proof of date of manufacture of identical model and appropriate specifications.
4. 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.

6.7 Group 1 Tire Rules

Group 1	
1. Wheel width and diameter per applicable period specification or CVAR exceptions	
2. Tire must be mounted following manufacturer's specification for wheel width	
3. Bodywork may not be modified beyond period specifications to accommodate tires	
4. Tire may not extend beyond top of fender opening	
1972 Production Cars (Classes AP, AP+, BP and BP+)	Treaded Bias Ply Vintage Racing Tire
1967 Sedan Cars (Classes AS and AS+)	Treaded Bias Ply Vintage Racing Tire
1972 Sedan Cars (Classes TA and TA+)	Treaded Bias Ply Vintage Racing Tire
1985 GT Cars (Class GT-1)	Treaded Bias Ply Vintage Racing Tire Treaded Radial DOT Tire 100TW Minimum Slicks or slicks with circumferential grooves not allowed
FIA/IMSA	Any tire (slick or treaded) that fits authentic rims and bodywork
A Sports Racer (ASR)	Any tire (slick or treaded) that fits authentic rims and bodywork



Alternate tires may be run during practice or test sessions but CANNOT be run during a qualifying or race session. The intent is to allow competitors to:

- Test new tires for future approval
- Save wear on expensive race tires during practice and testing

Existing tire stock will be grandfathered for the 2026 season.

7 Group 2 Preparation Standards

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

- 1972 Production Cars
 - E-Production (EP)
 - F-Production (FP)
- 1972 Sedan Cars
 - C-Sedan (CS)
- 1985 Production Cars
 - E-Production “+” (EP+)
 - F-Production “+” (FP+)
- 1985 GT Cars
 - GT-4
 - GT-5

In many cases, the same car can qualify under either 1972 or 1985 rules. The desired level of preparation determines the appropriate ruleset and class.

7.1 1972 Production Cars (Classes EP and FP)

Cars that ran in SCCA E-Production and F-Production up to 1972 as listed in the 1972 PCS.

E-Production examples are:

- MGB and MGB-GT
- Porsche 914
- Triumph TR-2 and TR-3

F-Production examples are:

- “Spridgets” (Sprites, Midgets, and Bugeyes 1275cc)
- Datsun Roadsters



- Triumph Spitfire

7.1.1 Authentic Preparation

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.

Cars must be prepared to specifications listed on their respective page in the PCS. Cars may not be modified beyond their PCS unless specifically authorized within the GCR or by Board of Directors approved exceptions.

Post 1972 unibodies 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.

7.1.2 Car Weight

Car weight without fuel and driver must meet or exceed the CVAR Official Weight. CVAR Official Weight is calculated as follows:

$$\text{CVAR Official Weight} = 0.95 \times \text{PCS Weight} + \text{Weight Penalties}$$

“PCS Weight” is found in the Production Car Sheet (PCS) for the model. The multiplier of 0.95 accounts for the 5% allowance in Appendix A Section 2.1(e) of the 1972 SCCA GCR.

7.1.3 CVAR Exceptions for EP and FP Classes

The following exceptions have been adopted by the Board of Directors for reliability, safety or parts-availability reasons. Some exceptions may have associated weight or authenticity point penalties.

CVAR Exceptions for EP and FP	Penalty
Heads must conform to practice of the period year and be OEM with a casting number available before or during 1972.	-
Non-stock valve sizes are allowed.	-
Non-stock rocker ratios are allowed.	-
Roller rockers are allowed.	1 Point OR 10lbs
Aftermarket blocks are allowed provided they are of the same material as OEM and critical dimensions are the same.	-
Aftermarket engine internals are allowed, provided they are the same material (ferrous/non-ferrous) as original.	1 Point AND 10lbs
May upgrade to bigger versions of their original carburetors or replace them with Webers with the same number of barrels	-
Intake manifolds must be OEM, period aftermarket, or aftermarket of period design.	-
Aftermarket rotors may be used provided they are the same diameter as originally provided and period caliper reused and mounted in stock location.	-



CVAR Exceptions for EP and FP	Penalty
Battery may be relocated.	-
Modern electronic ignitions are allowed. No crank-fire ignition.	-
Maximum bore is limited to 0.060" over stock.	-
Maximum engine displacement is limited to maximum bore x stock stroke.	-
Oil accumulators (Accusump or similar) are allowed.	-
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.	-
Single fiberglass body panel allowed. (Examples, a hood or boot lid, but not both. No full fiberglass fronts or fenders.)	1 Point OR 10lbs
Fiberglass replacement bumpers allowed on Porsche 914.	1 Point
Use of "floater/retaining clip" rear axle/hub design and "Southwick" type front hubs allowed in Triumphs without point or weight penalty for safety reasons.	-
15" diameter wheels may be used instead of 14" diameter wheels for tire availability reasons. Wheel width must meet period specifications.	1 Point

7.2 1972 Sedan Cars (Class CS)

Cars that ran in SCCA C-Sedan up to 1972.

C-Sedan examples are:

- Austin Mini

7.2.1 Authentic Preparation

All cars must be prepared to the SCCA GCR 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.

Cars must be prepared to specifications listed on their respective recognition form and may not be modified beyond their form unless specifically authorized within the GCR or by Board of Directors approved exceptions.

Post 1972 unibodies 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.

7.2.2 Car Weight

Car weight without fuel and driver must meet or exceed the CVAR Official Weight. CVAR Official Weight is calculated as follows:

$$\text{CVAR Official Weight} = \text{Minimum Racing Weight} + \text{Weight Penalties}$$

Pay special attention to the GCR version when computing minimum racing weight. In



1970 and prior GCRs, recognition form weight is used. Beginning with the 1971 GCR, recognition form engine displacement and type is used in a GCR-specified lbs/cc formula to compute minimum racing weight.

7.2.3 CVAR Exceptions for CS Class

The following exceptions have been adopted by the Board of Directors for reliability, safety or parts-availability reasons. Some exceptions may have associated weight or authenticity point penalties.

CVAR Exceptions for CS	Penalty
Heads must conform to practice of the period year and be OEM with a casting number available before or during 1972.	-
Aftermarket blocks are allowed provided they are of the same material as OEM and critical dimensions are the same.	-
Battery may be relocated.	-
Modern electronic ignitions are allowed. No crank-fire ignition.	-
Maximum bore is limited to 0.060" over stock.	-
Maximum engine displacement is limited to maximum bore x stock stroke.	-
Oil accumulators (Accusump or similar) are allowed.	-
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.	-
Single fiberglass body panel allowed. (Examples, a hood or boot lid, but not both. No full fiberglass fronts or fenders.)	1 Point OR 10lbs
Aftermarket dog-ring transmissions or transmissions that have been modified to accept Hewland type gears that may be shifted without using the clutch are allowed in Minis only. Must be 4-speed.	1 Point
15" diameter wheels may be used instead of 14" diameter wheels for tire availability reasons. Wheel width must meet period specifications.	1 Point

7.3 1985 Production Cars (Classes EP+ and FP+)

Cars that ran in SCCA E-Production and F-Production up to 1985 as listed in the 1985 PCS.

7.3.1 Authentic Preparation

All cars must be prepared to the SCCA GCR/PCS limited to the year 1985. 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.

Cars must be prepared to specifications listed on their respective page in the PCS. Cars may not be modified beyond their PCS unless specifically authorized within the GCR or by Board of Directors approved exceptions.



Post 1985 unibodies may be used in the construction of cars provided they are fully back dated to 1985 or earlier specs. It is up to the entrant to prove there are no structural enhancements in the later unibody.

7.3.2 Car Weight

Car weight without fuel and driver must meet or exceed the CVAR Official Weight. CVAR Official Weight is calculated as follows:

$$\text{CVAR Official Weight} = \text{PCS Weight} - 185\text{lbs (driver)} + \text{Weight Penalties}$$

“PCS Weight” is found in the Production Car Sheet (PCS) for the model. This weight is with driver and without fuel. See 1985 SCCA GCR Appendix A Section 2.1(e).

7.3.3 CVAR Exceptions for EP+ and FP+ Classes

The following exceptions have been adopted by the Board of Directors for reliability, safety or parts-availability reasons. Some exceptions may have associated weight or authenticity point penalties.

CVAR Exceptions for EP+ and FP+	Penalty
Heads must conform to practice of the period year and be OEM with a casting number available before or during 1985.	-
Non-stock valve sizes are allowed.	-
Aftermarket blocks are allowed provided they are of the same material as OEM and critical dimensions are the same.	-
Aftermarket crankshafts are allowed, provided they are the same material (ferrous/non-ferrous) as original.	1 Point AND 10lbs
May upgrade to bigger versions of their original carburetors or replace them with Webers with the same number of barrels	-
Intake manifolds must be OEM, period aftermarket, or aftermarket of period design.	-
Aftermarket rotors may be used provided they are the same diameter as originally provided and period caliper reused and mounted in stock location.	-
Modern electronic ignitions are allowed. No crank-fire ignition.	-
Maximum bore is limited to 0.060" over stock.	-
Maximum engine displacement is limited to maximum bore x stock stroke.	-
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.	-
Aftermarket dog-ring transmissions or transmissions that have been modified to accept Hewland type gears that may be shifted without using the clutch are allowed. Must maintain number of gears in PCS.	1 Point AND 3% of PCS Weight w/o Driver
Conversion of rear drum brakes to disk brakes is allowed.	1 Point AND 1% of PCS Weight w/o Driver
15" diameter wheels may be used instead of 14" diameter wheels for tire availability reasons. Wheel width must meet period specifications.	-



7.4 1985 GT Cars (Classes GT-4 and GT-5)

Cars that ran in SCCA GT-4 and GT-5 up to 1985 as listed in the 1985 GTCS.

7.4.1 Authentic Preparation

All cars must be prepared to the SCCA GCR/GTCS limited to the year 1985. 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.

Cars must be prepared to specifications listed on their respective page in the GTCS. Cars may not be modified beyond their GTCS unless specifically authorized within the GCR or by Board of Directors approved exceptions.

Post 1985 unibodies may be used in the construction of cars provided they are fully back dated to 1985 or earlier specs. It is up to the entrant to prove there are no structural enhancements in the later unibody.

CVAR GT-4 and GT-5 class cars must be based upon a production chassis. Tube frame (“silhouette”) cars are not accepted.

7.4.2 Car Weight

Car weight without fuel and driver must meet or exceed the CVAR Official Weight. CVAR Official Weight is calculated as follows:

$$\text{CVAR Official Weight} = \text{GTCS Weight} - 185\text{lbs (driver)} + \text{Weight Penalties}$$

“GTCS Weight” is found in the GT Car Sheet (GTCS) for the model. In GT-4 and GT-5 Classes, this weight is with driver and without fuel. See 1985 SCCA GCR Appendix A Section 6.2.

7.4.3 CVAR Exceptions for GT-4 and GT-5 Classes

The following exceptions have been adopted by the Board of Directors for reliability, safety or parts-availability reasons. Some exceptions may have associated weight or authenticity point penalties.

CVAR Exceptions for GT-4 and GT-5	Penalty
Heads must conform to practice of the period year and be OEM with a casting number available before or during 1985.	-
Aftermarket blocks are allowed provided they are of the same material as OEM and critical dimensions are the same.	-
Maximum bore is limited to 0.060” over stock.	-
Maximum engine displacement is limited to maximum bore x stock stroke.	-
15” diameter wheels may be used instead of 14” diameter wheels for tire availability reasons. Wheel width must meet period specifications.	-



7.5 Group 2 Tire Rules

Group 2	
1. Wheel width and diameter per applicable period specification or CVAR exceptions 2. Tire must be mounted following manufacturer's specification for wheel width 3. Bodywork may not be modified beyond period specifications to accommodate tires 4. Tire may not extend beyond top of fender opening	
1972 Production Cars (Classes EP and FP)	Treaded Bias Ply or Radial Vintage Racing Tire Treaded Radial DOT Tire 100TW and 50-Series Minimum Slicks or slicks with circumferential grooves not allowed
1972 Sedan Cars (Class CS)	Treaded Bias Ply or Radial Vintage Racing Tire Treaded Radial DOT Tire 100TW and 50-Series Minimum Slicks or slicks with circumferential grooves not allowed
1985 Production Cars (Classes EP+ and FP+)	Treaded Bias Ply or Radial Vintage Racing Tire Treaded Radial DOT Tire 100TW Minimum Slicks or slicks with circumferential grooves not allowed
1985 GT Cars (Classes GT-4 and GT-5)	Treaded Bias Ply or Radial Vintage Racing Tire Treaded Radial DOT Tire 100TW Minimum Slicks or slicks with circumferential grooves not allowed

Alternate tires may be run during practice or test sessions but CANNOT be run during a qualifying or race session. The intent is to allow competitors to:

- Test new tires for future approval
- Save wear on expensive race tires during practice and testing

Existing tire stock will be grandfathered for the 2026 season.

8 Group 3 Preparation Standards

8.1 Authentic Preparation

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.

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. Mixing of wheel sizes is not allowed, four 15x4 or four 15x4.5 wheels must be run together.
4. 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.

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>

8.2 Group 3 Tire Rules

Group 3	
1. Wheel width and diameter per Monoposto rules	
2. Tire must be mounted following manufacturer's specification for wheel width	
Formula Vee	Hoosier or Dunlop "FV" Vintage Racing Tires

Existing tire stock will be grandfathered for the 2026 season.

9 Group 4 Preparation Standards

Group 4 consists of:

- Corinthian Classics: CVAR's oldest cars. They use 1950s and earlier technology.
- H-Production, C Sports Racing and D Sports Racing: The smallest bore SCCA racers with performance levels that mix well with the Corinthian Classics.
- Spec Sprite: Limited prep "Spridgets" using a hard-compound spec tire resulting in Corinthian Classics appropriate performance levels.
- Group 4 Touring: These are 60s technology cars whose owners prefer Group 4 for its emphasis on sportsmanlike driving. The cars may be particularly well-restored or valuable examples, or the drivers may prefer lower risk. Admission to Group 4 Touring is at the discretion of the Authenticity Chairman, Group 4 representatives and Chief Steward. There is zero tolerance for aggressive driving in this group.

9.1 Corinthian Classics

Corinthian Classics are 1950s technology cars. It includes the following classes:

- C-Modified (CM)



- VA
- VB
- VC
- Formula Junior (FJ1, FJ2 and FJ3)

9.1.1 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. 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.
5. Gearbox must have original number of speeds and conform to 1972 or earlier SCCA PCS.
6. Brakes must be of original type and size. Example: No disc brakes on 356 Porsche.
7. Carburetors must be of original manufacturer and number. Internal engine/gearbox parts are restricted to 1972 SCCA GCR and PCS regulations.
8. 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.
9. 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.
10. Cars of approved models but not built in 1961 or earlier are allowed so long as they maintain 1961 appearance and mechanical configuration.
11. No replicas allowed (i.e., kit cars of modern manufacture).
12. No racing history is required for any car.
13. Cars outside the spirit of the regulations may be reassigned to other CVAR race groups by Authenticity Committee.
14. All body panels must be original material.
15. All trim components and overall appearance should be visually similar to 1950s practice.



9.1.2 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.
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.

9.1.3 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.

9.1.3.1 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.



9.1.3.2 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.

9.1.3.3 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.

9.1.3.4 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.

9.1.3.5 Formula Junior 1 (FJ1):

- FJ1 -- Front-engined Formula Junior with drum brakes.
- F-III with motorcycle engines and drum brakes.



9.1.3.6 Formula Junior 2 (FJ2):

- FJ2 – rear engine with drum brakes.
- FJ2a – rear engine with drum brakes and Hewland QC gearbox.

9.1.3.7 Formula Junior 3 (FJ3):

- FJ3 – Formula Junior with disc brakes

Note: FJ3 may run in either Group 4 or Group 6 at the discretion of the Chief Steward and Group Representatives.

9.2 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. Preparation per 1972 and earlier GCRs.

9.3 C-Sports Racing (CSR)

1. 1300cc engines maximum.
2. No wings allowed.
3. Treaded tires only.
4. Cars must be an example of cars raced prior to 1973.
5. Owners must provide proof of date of manufacture of identical model and appropriate specifications.
6. English Clubman cars must run with fenders.
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.

9.4 D-Sports Racing (DSR)

1. 1100cc engines and under.
2. No wings allowed.
3. Treaded tires only.
4. Cars must be an example of cars raced prior to 1973.
5. Owners must provide proof of date of manufacture of identical model and appropriate specifications.
6. English Clubman cars must run with fenders.



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.

9.5 Spec Sprite

9.5.1 Body

1. Any 1958 to 1974 Sprite, Midget or Austin Healey Mark I (Bugeye).
2. All interior panels and trim may be removed. Dash can be changed to later model or removed.
3. Door glass and roll-up mechanism may be removed.
4. Windshield may be cut down or replaced with windscreen.
5. Heater box may be removed.
6. CVAR Official Weight (without driver) is 1478 lbs.

9.5.2 Engine

1. 1275cc A-series engine with a 286 Kent cam.
2. Maximum bore is limited to 0.060" over stock.
3. Pistons to be stock dished pistons (part number 21253).
4. Head may have hardened seats and valves but must otherwise be "stock" as follows:
 - Stock 1.25 ratio rocker arms
 - Stock valves
 - Any valve spring
 - No porting
5. Engine internals may be balanced.
6. Crankshaft and connecting rods must be stock.
7. Adjustable timing chain may be used.
8. Engines not meeting the above currently in use (as of January 2026) will be grandfathered until replaced or rebuilt.

9.5.3 Driveline

1. Stock differential must be used with final drive ratio of 4.22:1.



2. Clutch must be Borg & Beck/AP Type stock clutch.
3. Flywheel must be stock but may be lightened.
4. Transmission must be stock rib case. Helical or straight cut gears are allowed.

9.5.4 Suspension

1. Aftermarket swaybars allowed.
2. Stock bushings.
3. Use of any springs allowed. Ride height may be lowered by cutting front springs and lowering block at the rear. Rear springs must be stock but may be re-arched.
4. Shocks may be rebuilt with competition valves and may be shimmed.
5. Panhard bar recommended.
6. Suspension points must remain in stock location.

9.5.5 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.

9.5.6 Exhaust

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

9.5.7 Wheels/Hubs/Axles

1. Wheels must be 13" diameter and up to 6" wide.
2. Aftermarket "Mags" are acceptable.
3. Double bearing hubs allowed.
4. Aftermarket axles allowed.
5. Front axles must be competition axles for safety.

9.5.8 Tires

1. 175-60-13 Waterfall "Eco Dynamic" tires. Existing tire stock will be grandfathered for



the 2026 season.

9.5.9 Fuel System

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

9.5.10 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.
3. Oil coolers are allowed.

9.5.11 Charging / Ignition System

1. Distributor may be either point-type or electronic.
2. Engines must have a working alternator or generator.

9.6 **Group 4 Touring**

- 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.

9.7 **Group 4 Tire Rules**

Group 4	
1. Wheel width and diameter per applicable period specification or CVAR exceptions	
2. Tire must be mounted following manufacturer's specification for wheel width	
3. Bodywork may not be modified beyond period specifications to accommodate tires	
4. Tire may not extend beyond top of fender opening	
Closed Wheel Cars (except Spec Sprite)	Treaded Bias Ply or Radial Vintage Racing Tire Treaded Radial DOT Tire 100TW and 50-Series Minimum Slicks or slicks with circumferential grooves not allowed
Open Wheel Cars	Treaded Tires
Spec Sprite	175-60-13 Waterfall "Eco Dynamic" tires

Alternate tires may be run during practice or test sessions but CANNOT be run during a



qualifying or race session. The intent is to allow competitors to:

- Test new tires for future approval
- Save wear on expensive race tires during practice and testing

Existing tire stock will be grandfathered for the 2026 season.

10 Group 6 Preparation Standards

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.

10.1 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. Any car after 1980 must be signed off by the Group Representatives prior to issue of logbook and permission to race.
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.

10.2 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. Any car after 1980 must be signed off by the Group Representatives prior to issue of logbook and permission to race.
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.

10.3 Formula B (FB)

FB to 1972 and F-1 to 1960.

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

10.4 Formula C (FC)

FC, F3, and FJ3, all with 1972 cut-off date.

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

Note: FJ3 may run in either Group 4 or Group 6 at the discretion of the Chief Steward and Group Representatives.

10.5 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. Steel wheels are required.
4. Distributor-housed electronic ignition (e.g., Pertronix, Bosch) is allowed.
5. 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.

10.6 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. Alloy wheels are permitted.
4. Distributor-housed electronic ignition (e.g., Pertronix, Bosch) is allowed.
5. 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.

10.7 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. 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.

10.8 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. 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.

10.9 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. 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.

10.10 World Sports Racer (WSR)

SP94s, WSRs, and Sports Toyotas using a Toyota 4AGE 1600cc engine.

1. Original chassis manufactured between 1994-2000.
2. Fuel injection or carburetors allowed.
3. Toyota MR2 4AGE 1600CC engine with Web camshafts only.
4. OEM MR2 Toyota transmission.
5. Minimum weight 1,550lbs. (with driver).
6. Rear wing mounted on stock endplates at stock height.
7. 13 inch diameter rims.



8. 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.

Expressly prohibited are dry sump engines and stroked engines.

10.11 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. No wings allowed.
6. Cars must be an example of cars raced prior to 1973.
7. Owners must provide proof of date of manufacture of identical model and appropriate specifications.
8. English Clubman cars must run with fenders.
9. 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.

10.12 Group 6 Tire Rules

Group 6	
1. Wheel width and diameter per applicable period specification or CVAR exceptions	
2. Tire must be mounted following manufacturer's specification for wheel width	
Classes FA/F2, FSV, FF2000, S2000 and WSR	Slicks or Rain Tires
Classes FB, FC and BSR	Treaded Tires
Classes FF1, FF2 and FF3	Front:
	Treaded "Formula Ford" Bias Ply Vintage Racing Tire Size 135/545-13
	Treaded Radial DOT Tire 100TW or Greater Size 185/60R13
	Rear:
	Treaded "Formula Ford" Bias Ply Vintage Racing Tire Size 165/580-13
	Treaded Radial DOT Tire 100TW or Greater Size 205/60R13

Existing tire stock will be grandfathered for the 2026 season.

11 Group 7 Preparation Standards

Group 2 consists of mid-bore sports cars and sedans such as Porsche 911, Datsun 240Z, Triumph TR-4 and Datsun 510. It includes the following classes:



- 1972 Production Cars
 - C-Production (CP)
 - D-Production (DP)
- 1972 Sedan Cars
 - B-Sedan (BS)
- 1985 GT Cars using Production Rules
 - GT-2-C (Former C-Production)
 - GT-3-D (Former D-Production)
- 1985 GT Cars
 - GT-2
 - GT-3

In many cases, the same car can qualify under either 1972 or 1985 rules. The desired level of preparation determines the appropriate ruleset and class.

11.1 1972 Production Cars (Classes CP and DP)

Cars that ran in SCCA C-Production and D-Production up to 1972 as listed in the 1972 PCS.

C-Production examples are:

- Datsun 240Z
- Jaguar XKE
- Lotus Europa TC
- Porsche 911
- Porsche 914/6
- Lotus Elan

D-Production examples are:

- Alfa Duetto
- Lotus Super 7
- Triumph TR-4
- Courier MK4
- Yenko Stinger



11.1.1 Authentic Preparation

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.

Cars must be prepared to specifications listed on their respective page in the PCS. Cars may not be modified beyond their PCS unless specifically authorized within the GCR or by Board of Directors approved exceptions.

Post 1972 unibodies 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.

11.1.2 Car Weight

Car weight without fuel and driver must meet or exceed the CVAR Official Weight. CVAR Official Weight is calculated as follows:

$$\text{CVAR Official Weight} = 0.95 \times \text{PCS Weight} + \text{Weight Penalties}$$

“PCS Weight” is found in the Production Car Sheet (PCS) for the model. The multiplier of 0.95 accounts for the 5% allowance in Appendix A Section 2.1(e) of the 1972 SCCA GCR.

11.1.3 CVAR Exceptions for CP and DP Classes

The following exceptions have been adopted by the Board of Directors for reliability, safety or parts-availability reasons. Some exceptions may have associated weight or authenticity point penalties.

CVAR Exceptions for CP and DP	Penalty
Heads must conform to practice of the period year and be OEM with a casting number available before or during 1972.	-
Aftermarket blocks are allowed provided they are of the same material as OEM and critical dimensions are the same.	-
Aftermarket engine internals are allowed, provided they are the same material (ferrous/non-ferrous) as original.	1 Point AND 10lbs
May upgrade to bigger versions of their original carburetors or replace them with Webers with the same number of barrels	-
Intake manifolds must be OEM, period aftermarket, or aftermarket of period design.	-
Aftermarket rotors may be used provided they are the same diameter as originally provided and period caliper reused and mounted in stock location.	-
Battery may be relocated.	-
Modern electronic ignitions are allowed. No crank-fire ignition.	-
Maximum bore is limited to 0.060" over stock.	-
Maximum engine displacement is limited to maximum bore x stock stroke.	-
Oil accumulators (Accusump or similar) are allowed.	-



CVAR Exceptions for CP and DP	Penalty
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.	-
XKEs may run a fiberglass hood.	1 Point
Porsche 911 with 2.4L may run 40mm Webers instead of mechanical fuel injection.	1 Point
Fiberglass replacement bumpers with oil cooler opening allowed on Porsche 911.	1 Point
Use of "floater/retaining clip" rear axle/hub design and "Southwick" type front hubs allowed in Triumphs without point or weight penalty for safety reasons.	-
Any 1965-69 Corvair may be configured as a Yenko Stinger so long as external appearance is faithfully replicated.	-
15" diameter wheels may be used instead of 14" diameter wheels for tire availability reasons. Wheel width must meet period specifications.	1 Point

11.2 1972 Sedan Cars (Class BS)

Cars that ran in SCCA B-Sedan up to 1972.

B-Sedan examples are:

- Datsun 510
- Alfa GTV
- BMW 2002
- Lotus Cortina.

11.2.1 Authentic Preparation

All cars must be prepared to the SCCA GCR 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.

Cars must be prepared to specifications listed on their respective recognition form and may not be modified beyond their form unless specifically authorized within the GCR or by Board of Directors approved exceptions.

Post 1972 unibodies 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.

11.2.2 Car Weight

Car weight without fuel and driver must meet or exceed the CVAR Official Weight. CVAR Official Weight is calculated as follows:

$$\text{CVAR Official Weight} = \text{Minimum Racing Weight} + \text{Weight Penalties}$$



Pay special attention to the GCR version when computing minimum racing weight. In 1970 and prior GCRs, recognition form weight is used. Beginning with the 1971 GCR, recognition form engine displacement and type is used in a GCR-specified lbs/cc formula to compute minimum racing weight.

11.2.3 CVAR Exceptions for BS Class

The following exceptions have been adopted by the Board of Directors for reliability, safety or parts-availability reasons. Some exceptions may have associated weight or authenticity point penalties.

CVAR Exceptions for BS	Penalty
Heads must conform to practice of the period year and be OEM with a casting number available before or during 1972.	-
Aftermarket blocks are allowed provided they are of the same material as OEM and critical dimensions are the same.	-
Battery may be relocated.	-
Modern electronic ignitions are allowed. No crank-fire ignition.	-
Maximum bore is limited to 0.060" over stock.	-
Maximum engine displacement is limited to maximum bore x stock stroke.	-
Oil accumulators (Accusump or similar) are allowed.	-
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.	-
15" diameter wheels may be used instead of 14" diameter wheels for tire availability reasons. Wheel width must meet period specifications.	1 Point

11.3 **1985 GT Cars Using Production Rules (Classes GT-2-C and GT-3-D)**

Cars that ran in SCCA GT-2-C (former C-Production) and GT-3-D (former D-Production) up to 1985 as listed in the 1985 GTCS. These cars are prepared using the 1985 Production Car rules.

11.3.1 Authentic Preparation

All cars must be prepared to the SCCA GCR/GTCS limited to the year 1985. 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.

Cars must be prepared to specifications listed on their respective page in the GTCS. Cars may not be modified beyond their GTCS unless specifically authorized within the GCR or by Board of Directors approved exceptions.

Post 1985 unibodies may be used in the construction of cars provided they are fully back dated to 1985 or earlier specs. It is up to the entrant to prove there are no



structural enhancements in the later unibody.

11.3.2 Car Weight

Car weight without fuel and driver must meet or exceed the CVAR Official Weight. CVAR Official Weight is calculated as follows:

$$\text{CVAR Official Weight} = \text{GTCS Weight} - 185\text{lbs (driver)} + \text{Weight Penalties}$$

“GTCS Weight” is found in the GT Car Sheet (GTCS) for the model. In GT-2-C and GT-3-D Classes, this weight is with driver and without fuel. See 1985 SCCA GCR Appendix A Section 2.1(e).

11.3.3 CVAR Exceptions for GT-2-C and GT-3-D Classes

The following exceptions have been adopted by the Board of Directors for reliability, safety or parts-availability reasons. Some exceptions may have associated weight or authenticity point penalties.

CVAR Exceptions for GT-2-C and GT-3-D	Penalty
Heads must conform to practice of the period year and be OEM with a casting number available before or during 1985.	-
Aftermarket blocks are allowed provided they are of the same material as OEM and critical dimensions are the same.	-
Aftermarket crankshafts are allowed, provided they are the same material (ferrous/non-ferrous) as original.	1 Point AND 10lbs
May upgrade to bigger versions of their original carburetors or replace them with Webers with the same number of barrels	-
Intake manifolds must be OEM, period aftermarket, or aftermarket of period design.	-
Aftermarket rotors may be used provided they are the same diameter as originally provided and period caliper reused and mounted in stock location.	-
Modern electronic ignitions are allowed. No crank-fire ignition.	-
Maximum bore is limited to 0.060" over stock.	-
Maximum engine displacement is limited to maximum bore x stock stroke.	-
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.	-
Aftermarket dog-ring transmissions or transmissions that have been modified to accept Hewland type gears that may be shifted without using the clutch are allowed. Must maintain number of gears in GTCS.	1 Point AND 3% of GTCS Weight w/o Driver
Conversion of rear drum brakes to disk brakes is allowed.	1 Point AND 1% of GTCS Weight w/o Driver
15" diameter wheels may be used instead of 14" diameter wheels for tire availability reasons. Wheel width must meet period specifications.	-



11.4 1985 GT Cars (Classes GT-2 and GT-3)

Cars that ran in SCCA GT-2 and GT-3 up to 1985 as listed in the 1985 GTCS.

11.4.1 Authentic Preparation

All cars must be prepared to the SCCA GCR/GTCS limited to the year 1985. 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.

Cars must be prepared to specifications listed on their respective page in the GTCS. Cars may not be modified beyond their GTCS unless specifically authorized within the GCR or by Board of Directors approved exceptions.

Post 1985 unibodies may be used in the construction of cars provided they are fully back dated to 1985 or earlier specs. It is up to the entrant to prove there are no structural enhancements in the later unibody.

CVAR GT-4 and GT-5 class cars must be based upon a production chassis. Tube frame (“silhouette”) cars are not accepted.

11.4.2 Car Weight

Car weight without fuel and driver must meet or exceed the CVAR Official Weight. CVAR Official Weight is calculated as follows:

$$\text{CVAR Official Weight} = \text{GTCS Weight} - 185\text{lbs (driver)} + \text{Weight Penalties}$$

“GTCS Weight” is found in the GT Car Sheet (GTCS) for the model. In GT-2 and GT-3 Classes, this weight is with driver and without fuel. See 1985 SCCA GCR Appendix A Section 6.2.

11.4.3 CVAR Exceptions for GT-2 and GT-3 Classes

The following exceptions have been adopted by the Board of Directors for reliability, safety or parts-availability reasons. Some exceptions may have associated weight or authenticity point penalties.

CVAR Exceptions for GT-2 and GT-3	Penalty
Heads must conform to practice of the period year and be OEM with a casting number available before or during 1985.	-
Aftermarket blocks are allowed provided they are of the same material as OEM and critical dimensions are the same.	-
Maximum bore is limited to 0.060” over stock.	-
Maximum engine displacement is limited to maximum bore x stock stroke.	-
15” diameter wheels may be used instead of 14” diameter wheels for tire availability reasons. Wheel width must meet period specifications.	-



11.5 Group 7 Tire Rules

Group 7	
1. Wheel width and diameter per applicable period specification or CVAR exceptions 2. Tire must be mounted following manufacturer's specification for wheel width 3. Bodywork may not be modified beyond period specifications to accommodate tires 4. Tire may not extend beyond top of fender opening	
1972 Production Cars (Classes CP and DP)	Treaded Bias Ply or Radial Vintage Racing Tire Treaded Radial DOT Tire 100TW and 50-Series Minimum Slicks or slicks with circumferential grooves not allowed
1972 Sedan Cars (Class BS)	Treaded Bias Ply or Radial Vintage Racing Tire Treaded Radial DOT Tire 100TW and 50-Series Minimum Slicks or slicks with circumferential grooves not allowed
1985 Production Cars (Classes GT-2-C and GT-3-D)	Treaded Bias Ply or Radial Vintage Racing Tire Treaded Radial DOT Tire 100TW Minimum Slicks or slicks with circumferential grooves not allowed
1985 GT Cars (Classes GT-2 and GT-3)	Treaded Bias Ply or Radial Vintage Racing Tire Treaded Radial DOT Tire 100TW Minimum Slicks or slicks with circumferential grooves not allowed

Alternate tires may be run during practice or test sessions but CANNOT be run during a qualifying or race session. The intent is to allow competitors to:

- Test new tires for future approval
- Save wear on expensive race tires during practice and testing

Existing tire stock will be grandfathered for the 2026 season.

12 Vehicle Safety Requirements

12.1 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.

12.2 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.



12.3 Driver Apparel/Equipment

- Helmets: All drivers must wear an approved, unexpired helmet. Helmets approved by the Snell Foundation (Snell “SA” or “SAH” with year sticker), SFI (SFI “31.1” with year sticker) or FIA (FIA “8859” with year sticker) are accepted. Helmets expire at the end of the 11th year past designation. For example, an SA2015 helmet expires on December 31, 2026. 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.

12.4 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.

12.5 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 manufacturer’s 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.

The primary fire protection system must be dated within 5 years or the manufacturer’s recommended service interval, whichever is longer. Servicing the system per the manufacturer’s recommendations (recertification every 2 years for most systems) is highly encouraged. Existing fire systems will be grandfathered through the 2026 season to give time for compliance.



12.6 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.

12.7 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.

12.8 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.

12.9 Suspension

The suspension and steering systems shall not have excessive play.

12.10 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.

12.11 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.

12.12 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.

12.13 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.

12.14 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.

12.15 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.

12.16 Engine Damper/Balancer

SFI-approved aftermarket engine damper/balancer is recommended.

12.17 Brakes

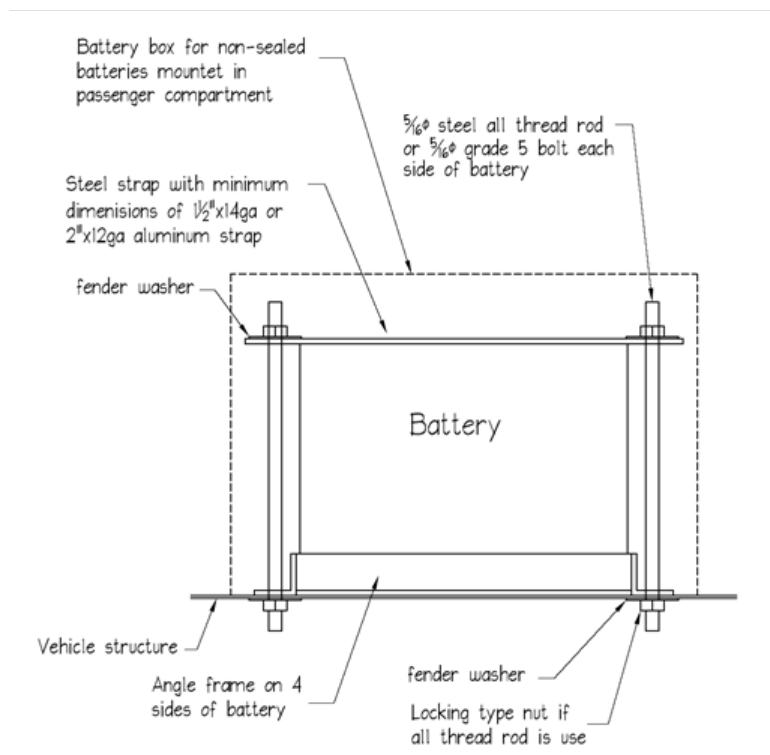
Brakes must have adequate suitable pedal movement and sufficient fluid in the master cylinder. No visible or apparent leaks, with or without being under pressure and must operate on all wheels. Brake hoses must be in in good condition with no abrasions or cracks. Brake pads or linings must be equal to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

12.18 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 though 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.

12.19 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 vehicles 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.

12.19.1 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.

12.19.2 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.

12.19.3 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.

12.19.4 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.

12.19.5 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.

12.19.6 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.)

12.19.7 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.

12.19.8 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.



13 CVAR Championship

CVAR is proud to present our championship series. Points will be tabulated and winners will receive an award. Award allotment is based on number of cars entered in class during a season:

- A class must have at least 4 participants to get an award.
- If there are 4 participants, 1st place is awarded.
- If there are 5 participants, 1st and 2nd places are awarded.
- If there are 6 or more participants, 1st, 2nd and 3rd places are awarded.

Points tabulation:

- 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 authenticity points – for correct period preparation as follows:
 - 3 Appearance Points – for period-correct appearance of the car. This is intended to reward cars that appear vintage. There are items that, while technically conforming, just look too modern (i.e., digital dashboards). Appearance points are deducted for these types of items.
 - 7 Exception Points – for use of performance enhancing exceptions. Our rules prescribe point penalties for use of certain CVAR exceptions that enhance performance. These penalties deduct from the 7 exception points.
 - For Production and Sedan cars, a bonus point for documented in-period race history.
 - Non-conformity penalties (usually 3 points for EACH non-conformance) are deducted from the total.
 - Final authenticity points are limited to between 0 and 10.
- Finishing position points for the “points” race (usually the first race on Sunday):
 - 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



Any car not believed to be in the spirit of vintage racing will be ineligible for the championship. Cars must have an Authenticity Declaration on file to participate.

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.

14 Rules Changes

14.1 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.

14.2 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

The Authenticity Declaration Form is at this link and QR code:

<https://www.cognitofrms.com/CVAR1/CVARAnnualDeclarationForm>



This form is to be filled out for each car. This form must be kept up to date with any changes to the car. 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.

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



Appendix B: Group 3 Formula Vee Authenticity Declaration Form

The Group 3 Formula Vee Authenticity Declaration Form is at this link and QR code:

<https://www.cognitofrms.com/CVAR1/CVARGroup3AnnualTechnicalDeclaration>



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.

Appendix C: CVAR Protest Form

Date: _____

Event: _____

Car being Protested: #/Color _____

Make/Model: _____ Class: ___ Group: ____

Specific/Detailed Protest Claim: (be as specific as possible to describe the illegal parts or modifications for which you are protesting on the competitors car):

My car: #/Color _____ Class: _____ Group: _____

I understand by protesting a competitor’s car that my car will also be scrutinized to ensure that it meets all the CVAR Rules for car preparation and that CVAR will not act on unwarranted and unjustifiable protests.

Signature: _____

Printed Name: _____



Appendix D: CVAR Technical Safety Inspection Form

This form is provided as a guideline for car preparation and is for the sole use of the entrant or the entrant's contracted mechanic. It is recommended that the entrant use this form or a similar checklist to inspect their car prior to each CVAR event. IT IS THE SOLE RESPONSIBILITY OF THE ENTRANT TO PREPARE THEIR CAR FOR RACING. Refer to CVAR current safety requirements when completing this form.

CVAR Annual Tech is a separate, double check of key safety item. It is NOT a comprehensive technical inspection of the car. The responsibility for comprehensive technical inspections lies solely with the entrant.

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 _____

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: ____/____/____



Appendix E: SCCA GCRs, Monoposto Specifications and Homologation/Recognition Form Links

The following links to original rules are provided for convenience.

1. CVAR maintains optically scanned and bookmarked versions of historical SCCA documents in the following files:
 - 1954 GCR: <https://corinthianvintageautoracing.com/wp-content/uploads/2025/12/1954-GCR.pdf>
 - 1959 GCR: <https://corinthianvintageautoracing.com/wp-content/uploads/2025/12/1959-GCR.pdf>
 - 1962 GCR/PCS: <https://corinthianvintageautoracing.com/wp-content/uploads/2025/12/1962-GCR.pdf>
 - 1967 GCR/PCS: <https://corinthianvintageautoracing.com/wp-content/uploads/2025/12/1967-GCR.pdf>
 - 1972 GCR/PCS: <https://corinthianvintageautoracing.com/wp-content/uploads/2025/12/1972-GCR.pdf>
 - 1985 GCR/PCS/GTCS: https://corinthianvintageautoracing.com/wp-content/uploads/2025/02/1985_GCR.pdf

2. Monoposto Specifications for Formula Vee are in this file:
<https://app.box.com/s/9be96i2ll5cbr451o16mnikwj0c9v69q>

3. FIA maintains a searchable database of historical homologation/recognition forms at this link: <https://historicdb.fia.com/>

