

**SVRA Supplemental Regulations: IMSA (AAGT) All-American GT cars**

(Based on 1981 IMSA Code)

As prepared for SVRA Group 10 competition.

(revised 1/2013)

**The following cars are eligible and covered under these regulations (IMSA approved Makes and Models):**

AMC: AMX, Concord, Gremlin, Hornet, Javelin, Spirit	Buick: Skyhawk
Chevrolet: Camaro, Corvette, Monza, Nova, Vega	Dodge: Challenger, Dart, Demon, Mirada
Ford: Mustang, Mustang II, Pinto	Mercury: Bobcat, Capri, Cougar
Oldsmobile: Starfire	Plymouth: Barracuda, Duster
Pontiac: Astre, Sunbird, Firebird, Trans-Am	Shelby: GT350

**Engines:** Proprietary engine block must be used. Displacement may be changed by boring, sleeving or stroking.  
 Cylinder heads are free except that method of cooling must remain as original.  
 Induction is free, except supercharging is only permitted on engines under 6.0L.  
 Turbocharged engine displacement is 1.4 X actual displacement.  
 Rearmost part of engine block must lie ahead of windshield base. Firewall may be relocated to achieve list.

**Drive Train:** Gearbox or transaxle are free except that there can be no more than 5 forward speeds.

**Chassis:** Free. Standard wheelbase must be retained.  
 Brakes, suspension and steering are free. May have completely tube-frame constructed chassis.

**Coachwork:** The outside surfaces shape and material of the original coachwork must be retained and must remain identical, except for the additions, modifications and substitutions permitted in these rules. Overall length of the coachwork is regulated by the FIA recognition form. Maximum overall width is 83". Material of engine and luggage compartment covers, doors and fenders is free provided their original shape is retained. Doors must remain functional. Front engine cars may add an air scoop to accommodate the induction system (maximum height above standard hood is 5.5"). Fenders are free in shape and material but are limited as follows: Original wheel arch must be retained and must effectively cover the full width of wheel and tire for 1/3 of their circumference; any rearward opening must be closed by screens or louvers. Bumpers and external decorative trim may be removed; door sills may extend to the full width of the bodywork. Any additional bodywork must not confuse the make and model identity of the car.

**Wheels and Tires:** Wheel and tire section width (maximum width at widest point of tire) may not exceed:  
 Under 6.0L – 20" / Over 6.0L – free; diameter free.  
 Track dimension is limited by inner tire clearance and the permitted maximum car width.

**Aerodynamic devices:** Front spoiler may not exceed 10% of the wheelbase or protrude a maximum of 20cm (7.87") beyond the front extremity of the coachwork, and must be located below the centerline of the front wheels.  
 Rear spoiler chord may not exceed 20% of the wheelbase or extend beyond the rearmost bodywork more than 40cm (15.75").

**Official weight,** measured without fuel & driver, absolute minimum weight: 1879 lbs

American push-rod V6 & V8:	5000cc (302cid) = 1996 lbs	5300cc (323cid) = 2052 lbs	5700cc (350cid) = 2120 lbs
	6000cc (366cid) = 2169 lbs	7000cc (427cid) = 2287 lbs	8000cc (488cid) = 2352 lbs
			over 8000cc = 2413 lbs

Unlisted engine types and displacements should inquire with SVRA Technical Director

**Specifically allowed:**

Crank-fire ignition	Polycarbonate windscreen and windows
Quick-change rear axle	

Items allowed under FIA Group 5 regulations when contrary to the above are permitted on documented FIA Group 5 cars.

**Specifically prohibited:**

Sequential shifting gearboxes	Liquid brake cooling
Cambered live rear axles that exceed neg. 1 degree per side	Carbon fiber brake rotors

**SVRA statement on appropriate modifications and configuration:** A corollary to the above IMSA standards when applied to Historic racing is that items which may have been legal under the IMSA Code but cannot be documented to have actually been used by any actual competitors are not authorized. This applies to all things related to the car including engine, drive train, chassis, suspension, brake calipers and rotors, bodywork including materials, aerodynamic devices, wheel diameters and widths, etc. It is the owner or driver's responsibility to satisfy SVRA of the validity of any unusual configuration which is contrary to this concept. SVRA may add a weight penalty, change the class or race group or reject the entry completely of any entrant found to be in violation of this policy.