

Corinthian Vintage Auto Racing (CVAR)
Race Car Classification and Rules – 2011
(Revision # 010711)

Reasons for rules:

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

CVAR accepts Sedans and Production cars up to and including 1972 with preparation in accordance with SCCA's GCR/PCS versions up to and including 1972. CVAR requires that any car accepted must be representative of a car type that actually raced in period in the SCCA. Classes are based on the 1972 SCCA GCR as follows: Sedans A thru C; Production A thru H. CVAR does not accept replicas, continuation cars, or kit cars of any type, nor does CVAR accept any turbocharged cars.

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

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

CVAR accepts Formula Classes as follows: FA with 1980 cut-off; FB, FSV, F2, to 1972 and F-1 cars up to 1960; FC with 1972 cut-off; FF1 with 1972 cut-off; FF2 for cars between 1973 and 1981 (*BoD May 2010*); FV with 1972 cut-off.

To encourage participation in vintage racing by cars that are of 1950's appearance and technology CVAR accepts Corinthian Classics (Group 4). They differ in spirit as well as equipment from other CVAR classes since 1950's production cars were not allowed as many modifications as they were in the 1960's. 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 50's technology while some 1960-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.

Eligibility and Authenticity

1. All cars will be checked for eligibility and authentic period preparation at the first event they run of the season.
2. All cars are required to have on file with the Chief of Tech, an up to date Declaration sheet or they will not be gridded. Falsifying the Declaration sheet (cheating) will result in the suspension of the owner's VMC license for a minimum of 6 months.
3. Cars that are prepared beyond allowable modifications are required to be corrected and have authenticity points deducted or excluded from competition at the discretion of the Chief Steward, Authenticity Chairman, and the appropriate Group Rep.
4. The items to be corrected referenced in #3 above, and a time frame for the correction, will be noted on the Declaration sheet.
5. Once the car has been scrutinized, it need not be checked the rest of the season. At subsequent events, it will be given the same number of points assigned. When illegal/non-authentic modifications are corrected, it is the driver's responsibility to notify Group Rep so that correct points can be assigned.
6. If a change is made that would make the car less authentic, the officials must be notified so the authenticity scores can be adjusted.
7. CVAR routinely pumps motors to verify compliance with the Declaration sheet.
8. The Group Rep will spot-check for continued compliance throughout the season. If a car is found to have changed to an illegal configuration without notifying the officials, it will be disqualified from championship and driver may be suspended from competition, and/or have his VMC license revoked at the discretion of the Chief Steward.
9. If a driver is reprimanded or disciplined for driving infractions, all championship points can be taken away by Chief Steward. Driver can also be disqualified from championship or have other disciplinary action taken. The penalty for overdriving is more than the reward for winning.

Vehicle Safety Requirements on separate document

(Continue rules on page 4)

(continued on page 4)

General Criteria for All CVAR Production Cars

1. All cars must be prepared to the SCCA GCR/PCS limited to the year 1972. Any appropriate earlier year may be chosen but cars must be prepared to a single year. No mixing and matching of rules from different years is allowed.
2. Cars must be prepared to specifications listed on their respective page in the PCS. Cars may not be modified beyond their single page unless specifically authorized within the GCR or by BoD approved exceptions to the GCR.
3. Post 1972 unibodies up to 1990 may be used in the construction of cars provided they are fully back dated to 1972 or earlier specs. It is up to the entrant to prove there are no structural enhancements in the later unibody.
4. Tires must be fully treaded (60% of the tread width must have full depth grooves formed by the manufacturer); the tread pattern must be molded, not hand cut. Shaving is permitted as long as the minimum required tread depth is maintained across the entire width of the tread face.
Competition tires are typically molded with a tread depth of 5/32" to 6/32" and should not need shaving. Street tires are typically molded with tread depths of 8/32" to 10/32". Tire manufactures recommend shaving street tires to a depth of 4/32" to 5/32" when used for competition. In all cases, tires must have 2/32" minimum tread depth at all times during competition. Treaded tires of minimum 60 series aspect ratio must be used unless an exception is specifically granted by the BoD. Measured tread width will be used to determine aspect ratio. Other brands and styles will be reviewed and approved or denied upon application by the Authenticity Committee. Approval will be so noted on the Declaration sheet by the Tech Inspector.
5. Heads must conform to practice of the period year and be OEM with a casting number available before or during 1972. For guidance please see a group representative.
6. No roller cams are allowed unless fitted from the factory.

7. Aftermarket blocks are allowed provided they are of the same material as OEM and critical dimensions are the same.
8. Aftermarket engine internals are allowed, providing they are the same material (Ferrous/non-ferrous) as original.
9. Production cars may upgrade to bigger versions of their original carburetors or replace them with Webers with the same number of barrels, (i.e. Midget with a single Weber in place of two SU's).
10. Intake manifolds must be OEM, period aftermarket, or aftermarket of period design. For V-8 cars, aftermarket manifolds must be of period design, non-air gap, and dual plane.
11. Aftermarket control arms are not allowed.
12. Specifically excluded are aftermarket dog-ring transmissions or transmissions that have been modified to accept Hewland type gears that may be shifted without using the clutch.
13. Aftermarket rotors may be used provided they are the same diameter as originally provided and stock caliper reused and mounted in stock location.
14. Battery should remain in stock location. However if moved, it may be removed only to the trunk and will carry a one-point deduction.
15. Rocker arms must remain stock ratio. Roller or ratio rockers are not allowed, unless specifically allowed by CVAR Board of Directors.
16. Modern electronic ignitions are allowed. No crank fire ignition.
17. Any fastback Mustang may be configured as a GT-350 or GT-500 without loss of originality points as long as external appearance is faithfully replicated as well. Also, Yenko Stinger can be made out of 1965-1969 Corvair.
18. SFI-approved after market engine damper/balancer is recommended. (no point deduction)

General Criteria for All CVAR Sedan Cars

1. All cars must be prepared to an appropriate SCCA GCR.
2. No mixing and matching of rules from different years is allowed.
3. Cars may be updated within "Authorized and Required" modifications as listed in the GCR and BoD approved exceptions.
4. Post 1972 unibodies up to 1990 may be used in the construction of cars provided they are fully back dated to 1972 or earlier specs. It is up to the entrant to prove there are no structural enhancements in the later unibody.
5. Tires must be fully treaded (60% of the tread width must have full depth grooves formed by the manufacturer); the tread pattern must be molded, not hand cut. Shaving is permitted as long as the minimum required tread depth is maintained across the entire width of the tread face.
Competition tires are typically molded with a tread depth of 5/32" to 6/32" and should not need shaving. Street tires are typically molded with tread depths of 8/32" to 10/32". Tire manufactures recommend shaving street tires to a depth of 4/32" to 5/32" when used for competition. In all cases, tires must have 2/32" minimum tread depth at all times during competition.
6. Treaded tires of minimum 60 series aspect ratio must be used unless an exception is specifically granted by the BoD. Measured tread width will be used to determine aspect ratio.

7. Heads must conform to practice of the period year and be OEM with a casting number available before or during 1972. For guidance please see a group representative. Chevy 034 Bow Tie heads are permitted as substitution for 492 angle-plug family heads in AS/TA through the 2010 season, but not in 2011 and beyond.
8. No roller cams are allowed.
9. Aftermarket blocks are allowed provided they are of the same material as OEM and critical dimensions are the same.
10. Aftermarket engine internals are allowed.
11. A Sedan dry sump tanks must be mounted forward of the firewall.
12. Intake manifolds must be OEM, period aftermarket, or of period design. For V-8 cars, aftermarket manifolds must be of period design, non-air gap, and dual plane.
13. Specifically excluded are aftermarket dog-ring transmissions or transmissions that have been modified to accept Hewland type gears that may be shifted without using the clutch.
14. Aftermarket rotors may be used provided they are the same diameter as originally provided and period caliper reused and mounted in period location.
15. Modern electronic ignition allowed. No crank-fire igniton.
16. SFI-approved aftermarket engine damper/balancer is recommended. No point deduction.

CVAR FIA/IMSA Class Rules

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

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

Entrants must provide documentation of proper specifications and pictures of the exemplified car when CVAR does not already have such information. If you present a car for FIA, it is your responsibility to show it has the same look (except color/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.

FIA/IMSA Exceptions

1. Allow any tire (slick or treaded) that fits authentic rims and flares.

2. Allow OEM heads that retain original design, appearance, dimensions, material, port spacing, flow, and valve diameter, with intent to replicate period performance.
3. Allow aftermarket replacement blocks that retain original design, appearance, dimensions, and material, with intent to replicate period performance.
4. Allow aftermarket engine internals with original dimensions.
5. Period-correct carburetors may replace mechanical fuel injection.
6. Maximum overbore from stock is 0.060”.
7. Allow roller rockers.
8. Dry sump allowed in any car.
9. MSD or other electronic ignition allowed, but no crank fire.
10. Allow substitution of single-plug ignition in place of twin-plug
11. Allow roll cages through firewall or bulkhead.
12. Cosmetic body panels attaching to the original chassis may substitute fiberglass for metal.
13. Lexan allowed in place of glass.

FIA/IMSA Guidance

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

As of September 2008, we have information on:

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

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

Examples of documentation on file for existing cars are:

- letters from original owners providing specifications and pictures
- race results from the period
- copies of rules that the car ran under
- builder's notes describing equipment used
- magazine articles or periodicals about the specific car
- copies of bills of sale showing ownership succession, etc.

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

General Criteria for Sports Racing Cars

1. Cars must be an example of cars raced prior to 1973.
2. Owners must provide proof of date of manufacture of identical model and appropriate specifications.
3. English Clubman cars must run with fenders.

4. May gusset frame members for safety reasons. No additional tubing may be added that was not done in period.

General Criteria for Formula Cars

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

Specific Exceptions and Clarifications for Individual Classes

A- Production: Cars that ran in SCCA A-production prior to 1973. Examples are Corvette 427/454/350 LT-1, 390 AMX, Shelby GT-500, 427 Cobra.

1. Maximum over bore of stock bore is limited to 0.060”.
2. Maximum cubic inch is based and limited to maximum allowed over bore and stock stroke.
3. Roller rockers of any type are allowed.
4. Heads must conform to practice of the period year and be OEM with a casting number available before or during 1972. For guidance please see a group representative.
5. Multi-disc clutches are not allowed.
6. 289 powered (or 302) Cobras with Webers will run in A/P as per 1965 SCCA specs.

B- Production: Cars that ran in SCCA B-production prior to 1973. Examples are Corvette, 290 AMX, Shelby GT-350, 289 Cobra.

1. Maximum over bore of stock bore is limited to 0.060”.
2. Maximum cubic inch is based and limited to maximum allowed over bore and stock stroke.
3. Roller rockers of any type are allowed.
4. Select Ford powered cars are allowed a 302 in place of a 289. They are 289 Cobras, Shelby GT-350's, and 260/289 Tigers.
5. Windsor heads may be substituted for 289 HiPo heads on Ford cars. No BOSS 302 head. Heads must conform to practice of the period year and be OEM with a casting number available before or during 1972. For guidance please see a group representative.
6. Lincoln brakes not allowed on Shelby GT-350.
7. Multi-disc clutches are not allowed.
8. 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, to include the substitution of spherical rod ends. Control arms must be mounted to the chassis in the same manner as stock.

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

1. C-Production cars may use 50-series tires by BoD decision.
2. All SCCA-homologated Porsche 911 and TVR 2500, and Lotus S-7 twin cam, run in C/P even if classed by the SCCA in B/P.
3. All Sunbeam Tigers run in B/P regardless of engine size.
4. XKE's may run a fiberglass hood with authenticity deduction.
5. Porsche 911 with 2.4 liter motor must run with factory mechanical butterfly injection. Other Porsche 911's may run with Webers, factory injection, or Solex carbs.

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

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

E- Production: Cars that ran in SCCA E-production prior to 1973. Examples are, MG-B, Fiat 124 1604cc.

1. Due to a shortage of 14", 60 series tires, EP cars will be allowed to use 50 series tires until further notice.
2. Valve size is free

F- Production: Cars that ran in SCCA F-production prior to 1973. Examples are, 1275 Sprite/Midget, Lotus 7 America.

1. 1275 cc engine is allowed in all Sprite/Midget, Lotus 7 America bodies, but not 500.
2. Bugeye's with 1275 cc are legal to race but not eligible for authenticity points with regard to the body.
3. Fiberglass hoods and trunks are not allowed. Cars that have a current tech inspection may continue to run but will have a point deduction.
4. Valve size is free.

H- Production: 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.

A-Sedan – Trans-Am: Cars that ran in SCCA A-Sedan or Trans-Am prior to 1973. Examples are, Camaro, 1964-70 Mustang, Challenger, and Javelin.

1. Maximum cubic inch of 310 is based and limited to maximum allowed over bore and stock stroke.
2. Roller rockers of any type are allowed.
3. Heads must conform to practice of the prepared year and be OEM with a casting number available before or during 1972. For Guidance please contact a group representative. Chevy 034 Bow Tie heads are permitted as substitution for 492

angle-plug family heads in AS/TA through the 2010 season, but not in 2011 and beyond.

4. Ford Boss heads may not be used on 1968 or earlier Ford cars.
5. All brake calipers must be of period design and available in period.
6. Maximum wheel width is 8", maximum diameter is 15".
7. Fiberglass fenders and doors are specifically not allowed.
8. Dry sump tanks must be mounted within the engine compartment.

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

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

C-Sedan : Cars that ran in SCCA C-Sedan prior to 1973. Examples are, 1275 Mini Cooper S, Alfa 1300 GT Junior

1. Maximum engine size is 1300 cc.
2. Maximum rim width is 6".
3. Mini's may run fiberglass nose with an authenticity deduction.
4. Battery can be relocated to the trunk.
5. Original sub frames front and rear.
6. Rear trailing arms should be original equipment (cast of factory fabricated steel.) No aluminum aftermarket arms.

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

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

B-Sports Racing (BSR) Mid-engine, sports-racers and Clubman cars up to 2000 cc 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. No wings allowed.

C-Sports Racing (CSR)

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

D-Sports Racing (DSR)

1. 1100 cc engines and under.
2. No wings allowed.

3. Treaded tires only.

FA: Formula cars which raced in and conform to 1980 or earlier SCCA or FIA class.

1. Period body work must be used.
2. Cars may run on slicks.

FB: FB, FSV, F2, to 1972; F-1 cars up to 1960

1. Treaded tires are required.
2. Wings are not allowed.
3. 4-valve engines are not allowed.

FC: FC, F3, F2, Mid-engine F-Jr 1100 cc and under, all with 1972 cut-off date.

1. Wings are not allowed.
2. 4-valve engines are not allowed.
3. Treaded tires are required.

FF1: FF to 1972. 1972 or earlier FF or Monoposto regulations. Example: Merlyn Mk.20, Titan Mk.6

1. The following tires are approved:
Front: Dunlop 135/545-13 CR82 9092 Formula Ford
Rear: Dunlop 165/580-13 CR82 9092 Formula Ford
(Standard 9092 compound only, 476 is not allowed.)
The following alternative tires are also approved:
Front: Yokohama Advan 048 185/60/13
Rear: Yokohama Advan 048 205/60/13
2. Additional grooving or hand cutting is not allowed.
3. Rain tires are not allowed.
4. Steel wheels are required.
5. Flywheel minimum weight is 16 pounds.
6. Overbore of 0.020 inches is allowed.
7. Distributor-housed electronic ignition (e.g., Pertronix, Bosch) is allowed.

FF2: Formula Fords from 1973 to 1981, (*BoD – May 2010*) which meet 1981 or earlier SCCA regulations. Earlier FF's may choose to run in this class as well.

Example: Lola T340, Merlyn Mk.29

1. Slicks are allowed.
2. Mag wheels are allowed.
3. Flywheel minimum weight is 16 pounds.
4. Overbore of 0.020 inches is allowed.
5. Distributor-housed electronic ignition (e.g., Pertronix, Bosch) is allowed.

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

ALLOWANCES

1. Exhaust headers are not restricted to a single diameter design.
2. Cars eligible are those built and raced prior to 12-31-72 except as validated through the Non-conforming Car Program.
3. Eligible tires for CVAR Group 3 FV are the Hoosier or Dunlop model designated for vintage FV racing. Mixing of wheel sizes is not allowed, four 15x4 or four 15x4.5 wheels must be run together. CVAR members who have a car that is not eligible for unrestricted competition in the CVAR Group 3 FV class as noted above may apply for entry into the Non-Conforming car program unless

the car is judged unable to be converted to a legal status. Currently this option is limited to continuation cars from the 1973-76 time approved by Monoposto Specifications.

Period cars from within the Monoposto time frame (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 Three may be disqualified from participation for safety reasons. Monoposto FV Specifications.

Here is the link: <https://app.box.com/s/9be96i2ll5cbr451o16mnikwj0c9v69q>

Corinthian Classic: (Group 4)

Production Cars

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

MODIFIEDS

- 1) Must be in a period configuration and use period technology (1950's) and parts.

- 2) Treaded tires required of 60-series or taller. 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.
- 3) 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 spot brakes.
- 4) The following cars are specifically NOT allowed in Group 4: Lotus 19, Elva Mk.6, Cooper Monaco. They run in BSR, Group 6 or CSR, Group 6 depending on engine.
- 5) 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.

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 farther as participation levels increase.

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.

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.

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

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 1100 cc 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 1100 cc
HM: Up to 850 cc
Pre-WWII sports and race cars on period tires

FF-JR:

Front-engined F-Jr.

F-III with motorcycle engines.

F-JR

Rear-engined F-Jr with drum brakes and production (non-Hewland) gearbox.

Spec Sprite *(BoD – December 2010)*

Body

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

Engine

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

Driveline

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

Suspension

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

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.

Exhaust

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

Wheels

- 1) Wheels must be 13" diameter by 5" wide.
- 2) After market "Mags" are acceptable.

Tires

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

Fuel System

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

Cooling System

- 1) Stock radiator or aftermarket aluminum radiator must be used, early cars may retro fit to any late model type cross flow system.
- 2) Stock fan must be in place.

Charging / Ignition System

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

NON-SCCA SPEC PRODUCTION CARS; Example: 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 in C-Production.

Production cars built to 1972 or earlier alternate club regulations (RAC, FIA) are allowed, 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).

CVAR Approved Tire List:

Approved tires:

- **Avon treaded vintage racing tires**
- **Dunlop treaded vintage racing tires**
- **Englebert treaded vintage racing tires**
- **Goodyear Vintage Sports Car Special (Blue Streaks)**
- **Goodyear G24 Short Track Special (Group 7 only)**

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

Tires specifically not allowed:

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

CVAR CHAMPIONSHIP

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

5 points -- for race entry

1 point - for starting each race on weekend (usually 1 on Sat and 2 on Sunday)

1 point -- for finishing each race (running at finish as determined by scoring)

10 points -- for correct period preparation as follows:

4 points -- for period-correct appearing wheels and tires (60 series or taller treaded tires on production cars). 50-series OK on CP cars.

3 points -- for correct body configuration (no spoilers, wheel flares, fiberglass panels, etc., if not allowed in 1972 GCR and PCS).

3 points -- for correct engine, transmission and suspension for period. Must conform to GCR(SCCA General Competition Rules), PCS (SCCA Production Car Specifications), FIA or IMSA regulations for car period. Alternate period regulations must be provided by driver.

Finishing position points: For last race on Sunday or designated feature race (one per weekend).

2 points -- for 1st through 4th place in class

1 point - for 5th and 6th place in class.

No minimum entrants required for points to be awarded. Overly aggressive/dangerous driving will be closely regulated and points may be deleted by the chief steward and/or race chairman. Irresponsible drivers may be excluded from championship or barred from CVAR events completely. Any driver found to be intentionally cheating will be disqualified from championship and subject to license suspension. For more point details see scoring info at bottom of regs.

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

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

Rules Change Process

To modify a competition rule, send a proposal via email to the Competition Committee (cvar_rules@corinthianvintagerace.com) by June 1st. The Competition Committee is chaired by the Authenticity Chairman, and it includes all Group Reps and any advisors appointed by the Board of Directors. Rule change proposals are reviewed on the following timeline.

June 1

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.

June - August

Competition Committee reviews all proposals, verifies information, asks questions and discusses concerns.

September

Competition Committee publishes acceptable rules revisions to general membership for comment. Members send comments to cvar_rules@corinthianvintagerace.com until October 1.

October

Accept no more general member comments after October 1. Competition Committee considers member feedback and sends recommended rule changes to the Board of Directors for review.

November Board of Directors meeting

BoD votes on proposed changes.

December 1

Final revisions published to take effect January 1.