SVRA Supplemental Regulations: IMSA GTO cars, FIA Group 4 GT, Trans-Am cars thru approximately 1984
(Over 3.0L calculated displacement) Standard body tub and semi-tube frame chassis (Based on 1984 IMSA Code)
As prepared for SVRA Group 10 competition. **Class GTO** **(last revised 4/10/2007)**

The following cars are eligible and covered under these regulations:

Makes and models formerly homologated by FIA in Groups 1-4 through 1981 and Groups A & B through 1984. Other volume-produced models recognized by IMSA through 1984. Below is a partial list:

AMC AMX	BMW CSL, M1	Ferrari 308/328/365GTB
Chevrolet Corvette, Camaro, Monza	Datsun/ Nissan 280/300ZX and turbos	Mazda RX7 turbo
DeTomaso Pantera	Ford Mustang, Mercury Capri	Oldsmobile Starfire
Jaguar XJS, XJ12	Pontiac Firebird	Porsche 911 and 911 Carrera, RSR
Porsche 930/934	Porsche 914/6	Porsche 924 Carrera
Triumph TR8	Others as appropriate	

Engines: Proprietary engine block must be used; may be machined so long as camshaft location is not altered.
Bore and stroke may be altered so long as the appropriate weight regulation is respected.
Cylinder head must have same number and location of valves, ports and spark plugs.
Induction is free, except turbocharging is only permitted on FIA recognized models and is limited to one turbocharger.
Turbocharged engine displacement is 1.4 X actual displacement. Rotary engine displacement is 1.8 X actual displacement.
Engine may be relocated within the standard engine compartment.

Drive Train: Gearbox or transaxle are free but must remain in standard location.
Maximum 5 forward speeds. Rear axle must remain live or independent as appropriate.

Chassis: The standard body tub must be retained along with standard wheelbase. Tube frame extensions are permitted.
All suspension components may be modified or replaced so long as wheelbase remains standard.
Brakes and operating system are free but components must remain in the standard location.
Axle locating devices may not pass into the driver compartment; however, the rear seat well may be covered with sheet metal to satisfy this requirement.

Coachwork: The original external shape and material must be maintained except that the floor pan may be replaced by a continuous flat .032" steel or .040" alloy sheet. The firewall may be replaced with a similar metal sheet in the standard location.
Material of engine and luggage compartment covers, doors and fenders is free.
Fender extensions are allowed to cover the legal wheels and tires but should retain the standard opening shape as viewed from the side. Any additional bodywork must not confuse the make and model identity of the car.
Bumpers and external decorative trim may be removed. Any substitute bumpers must have standard dimensions and shapes.

Wheels and Tires: Wheel and tire section width (maximum width at widest point of tire) may not exceed: 5.0L - 14", 6.0L - 15", over 6.0L - 16"
All four wheels must have the same diameter.
Track dimension is limited by inner tire clearance and the permitted maximum car width.

Aerodynamic devices: The following factory items are authorized with no further additions or modifications, where appropriate:

BMW Part# MS-DM-1	Datsun Part # 99996-R8201
Mazda Part # 0000-07-116B	Porsche Part # 911.5120.1020

Otherwise, an optional rear spoiler may be fitted to the rearmost part of the body without protruding beyond the perimeter contour as viewed from above.
Maximum height 6" above the standard bodywork. May not be adjustable from within car. **No air may pass between spoiler and body.**
Any front device must be located below the centerline of the hubs and within the perimeter of the body when viewed from above.

Official weight (FIA Group 4), measured without fuel & driver, all tolerances included:

Overhead Cam Engines:	2.8L=1944	3.0L = 2083 lbs	3.2L =2137 lbs	3.4L = 2191 lbs	3.6L = 2247 lbs
	3.8L = 2309 lbs	4.0L = 2370 lbs	5.0L= 2579 lbs	5.3L = 2651 lbs	
American V6 & V8:	4.5L/275cid = 2097 lbs	5.0L/302cid = 2192 lbs	5.5L/335cid = 2296 lbs	5.7L/350cid = 2337 lbs	
	5.8L/358cid = 2358 lbs	6.0L/366cid = 2380 lbs	6.5L/396cid = 2454 lbs	7.0L/427cid = 2510 lbs	
	7.5L/458cid = 2557 lbs	8.0L/488cid = 2586 lbs	Over 8.5L = 2745 lbs		

Unlisted engine types and displacements should inquire with SVRA Technical Director

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Specifically allowed:

Crank-fire ignition
17" maximum wheel diameter
Polycarbonate windscreen and windows
Quick-change rear axle
Porsche 911 permitted optional crankcase p/n: 930.1019.1400, 930.1019.1500 or 830.1019.1600 and 930.1020.1400 (3.5L)
Items allowed under FIA Group 4 regulations when contrary to the above are permitted on documented FIA Group 4 cars.

Specifically prohibited:

Sequential shifting gearboxes
Liquid brake cooling
Cambered live rear axles that exceed neg. 1 degree per side
Carbon fiber brake rotors
Water cooled Porsche 911, 930, 934 engines
Full tube-frame chassis
Wings or rear spoilers that allow air to pass underneath the airfoil unless documented for make and model

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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.