SVRA Supplemental Regulations: IMSA GTU and FIA Group 4 GT cars (3.0L maximum calculated displacement)
As prepared for SVRA Group 10 competition. **Class GTU** Post 1984 Cars will be GTS-2 **(last revised 12/26/2007)**

The following cars are 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:

Alfa Romeo Alfetta	AMC Gremlin	BMW 2002, 320i, 2.8/3.0CSL	
Datsun/ Nissan 240, 260, 280Z	Dodge Daytona	Ford Capri RS	
Porsche 911, 911 Carrera RS	Porsche 914, 914/6	Porsche 924, 944	Pontiac Fiero
Mazda RX2, 3, 7	Toyota Celica Supra	Renault LeCar turbo	Others as appropriate

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Engines: Proprietary engine block must be used; may be machined so long as camshaft location is not altered.
Bore and stroke may be altered not to exceed calculated 3.0L class limit.
Cylinder head must have same number and location of valves, ports and spark plugs. Cars with less than 2000cc may use any 4-valve head.
Induction is free, except turbocharging is only permitted on FIA recognized models.
Turbocharged engine displacement is 1.4 X actual displacement. Rotary engine displacement is 1.8 X actual displacement.

Drive Train: Gearbox or transaxle are free but must remain in standard location.
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 13".
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, measured without fuel & driver, all tolerances included:

A.	4 cylinder pushrod 2-valve engines:	0.7 lbs/cc	E.	4-valve conventional engines:	1.0 lbs/cc
B.	Other 2-valve conventional engines:	0.8 lbs/cc	F.	Minimum weight of any car:	1600 lbs
C.	2-valve turbocharged engines up to 2.0L:	0.85 lbs/cc	G.	Full tube frame cars:	add 100#
D.	Rotary engines (carbureted only)	0.9 lbs/cc			

Examples:	Porsche 911/914 (B/F)	1991cc = 1600 lbs	2341cc = 1872 lbs	2687cc = 2150 lbs	2993cc = 2394 lbs
	Datsun 240Z (B)	2393cc = 1914 lbs	2565cc = 2052 lbs	2753cc = 2202 lbs	
	Mazda RX 2, 3, 7 (D)	12A/1146cc = 1856 lbs	13B/1308cc = 2119 lbs		
	Ford Escort Mexico (E)	1998cc = 1998 lbs			
	BMW 2002 Turbo (C)	1990cc = 2368 lbs			

NOTE: GTU cars which are under the prescribed weight may run in GTO at the appropriate GTO weight.

Specifically allowed:
Crank-fire ignition.
16" maximum wheel diameter.
Mazda RX2,3,7 permitted optional peripheral port rotor housing.
Polycarbonate windscreen and windows.
Pontiac Fiero permitted IMSA approved space-frame chassis.
Quick-change rear axle.
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 | Cambered live rear axles that exceed neg. 1 degree per side | Liquid brake cooling
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.