

HSR Supplemental Regulations (GM-3):

(last revised 2/21/16)

Early C3 Corvettes (1968-1972)

HSR Group 5 Class: HP1/HP2

Historic Production Category

The following cars are covered under these regulations:

- 1968-1972 Corvette Stingray convertible & coupe (350 CID) A or B/Production
- 1968-1969 Corvette Stingray convertible & coupe (427 CID) A/Production
- 1970-1972 Corvette Stingray convertible & coupe (454 CID) A/Production



Engines: .060" maximum overbore allowed, **Stroke must remain standard for displacement**

350 CID Bore x stroke.....4.00" x 3.48"
 Head & block material.....cast iron
 Carburetion.....One Holley 4-bbl. (1.687" throttle) or equivalent

427 CID Bore x stroke.....4.25" x 3.76"
 Head material.....cast iron or aluminum
 block material.....cast iron or aluminum
 Carburetion.....One Holley 4 bbl. (1.75" throttle) or equivalent

454 CID Bore x stroke.....4.25" x 4.00"
 Head material.....cast iron or aluminum
 Block material.....cast iron
 Carburetion.....One Holley 4 bbl. (1.75" throttle) or equivalent

Transmissions: Chevrolet 4-speed.....models M-20, M-21 or M-22
 ratios free, except that first gear must not be numerically lower than 2.20

Chassis: Fiberglass roadster or coupe body on pressed steel X-member chassis, steel "bird cage" cockpit structure
 Coil spring front suspension w/ unequal A-frames, independent rear suspension w/transverse leaf spring

Wheelbase.....98"
Track dimension front.....58.9", +/- 2" rear.....59.7", +/- 2"
Wheels.....9.5" x 15"
Brakes.....11.75" discs F & R

Official weight: measured without fuel & driver: 350(B/P)...3000# 350(A/P)...2800# 427(A/P)...2900# 454 (A/P)...3000#
Car may optionally be weighed including Driver: **Add 175# to official weight**
***Weight penalties: Jerico/T101 type transmission: 100# Aluminum 350 heads: 50#**

HSR approved options or modifications:

- L88, L89 & ZL1 engine options (no reduction in official weight)
- Accusump, Barnes internal dry sump or external dry sump
- Edelbrock Performer RPM intake manifold; p/n 7101, 7161 or 7163, as appropriate
- Stock appearing aftermarket heads of correct material and plug location (i.e. Dart, World Products, etc.)
- Aluminum heads, 350 (50# weight penalty*)
- Roller type camshaft & roller rocker arms
- MSD type electronic ignition, must be triggered from distributor
- Super T-10 transmission
- Jerico/T101 type 4-speed transmission (100# weight penalty*)
- J56 brake system or **Wilwood D8-4 caliper (added 2016)**
- 2-piece rotors of correct diameter (aluminum hat & steel rotor)
- After market "offset" or "heavy duty" trailing arms with no change in attachment point location
- 10 x15 American Racing Torq-Thrust D (105 series) wheels
- Springs, sway bars, axles, spindles, hubs, etc. are free as long as track remains correct
- Removal of turn signals, parking lamps, bumpers and headlight assy.
- L88 style flares as part of the "distance kit"; wheel openings must have correct profile when viewed from the side
- Flip-up headlights may be converted to "distance kit" type with plastic covers
- Side mounted exhaust system with tips ending behind door openings
- Removal of vent windows, side windows, roll-up mechanism and passenger seat
- Front spoiler not to exceed 59" in width (see approved spoilers below)
- Polycarbonate windshield and rear window on coupe, side windows may be replaced or removed

Specifically prohibited (may be permitted with weight penalty*)

Removal or modification to factory “birdcage” structure except to repair rust damage or installation of roll cage
Set back or lowered engine

*Non-approved intake manifolds (i.e. Victor Jr, etc.)

Fabricated front control arms (A-frames) and non stock appearing fabricated trailing arms

Remote reservoir shock absorbers

*Aluminum engine block, 350 or 454, or aluminum cylinder heads on 350

Unlisted aluminum brake calipers or floating brake rotors

Unlisted spoilers (i.e. '78 Pace Car)

Wheel arch flares wider than L88 type or mounted so as to alter position of wheel openings

Modified rear deck trailing edge to increase spoiler effect or mounting body at unusual angle with frame

Non-OEM louvers of any kind

“Short Stroke” engines in any displacement

Note: Cars with documented IMSA/FIA history may have appropriate specifications. All others must be prepared to SCCA GCR & PCS of 1972 and these regulations.

Period correct C3 cars as appropriate for HSR Production Category (wheel fan only permitted on IMSA/FIA history cars)



VRR approved spoilers for C3 cars running in VRR HP-1 category (may have to be trimmed to meet 59” width requirement)



Eckler's A2983/MA 601-091



Eckler's A2993/MA 636-800



Eckler's 10187

Front spoiler must be mounted completely below the hub centerlines and behind the foremost body part. The lower edge must clear the standard 3.5” ride height block (see General Rules & Regulations)

Examples not approved for HSR Historic Production Category



1978 Indy Pace Car Spoiler



Wheel arches cut out too much, wrong front bumper, “spats on flare below hub centerline

