

VARA BSL Class Rules

BSL (B-Sedan Lite) Is a VARA spec class sedan race car:

The goal of the B- Sedan lite class is to provide safe, fun and fair competition in period correct cars meeting VARA's eligibility standards. These rules are intended to be a guideline to acceptable "period correct" modifications. For period correct, the rules should be interpreted as "what was available to all racers in the USA prior to 1973".

Cars eligible for the B-Sedan lite class are listed in the VARA Car Classification Guidelines. Additional cars maybe added from time to time to accommodate event entries and member requests.

Car preparation and safety standards are regulated in accordance with the VARA production car and safety rules, subject to the specific provisions in these Supplemental Rules.

"Stock" is defined as; what was sold to the general public through the factory dealerships in the USA during the correct time period.

Cars eligible for BSL

BMW 1600/2002 2000cc single 2 barrel downdraft or 1600cc two side-draft carbs 34mm

Datsun 510 1800cc single 2 barrel downdraft 34 mm

Datsun 510 1600cc Two side-draft carbs with 34mm choke limit

Ford Cortina up to 1600cc pushrod

Mini up to 1381cc max

Volvo Sedans 1800cc with 2 barrel downdraft

Chassis and Bodywork

1. A front spoiler may be mounted below and to the rear of the bumper location. No rear spoilers or wings allowed.
2. Both front and rear bumpers may be removed.
3. Small period correct fender flares are allowed (NO "Box or Alpina" flares).

4. Fiberglass hood and trunk lids are allowed but not other body parts. No carbon fiber allowed.
5. Lexan windshield and Plexiglas side and rear windows allowed.
6. No changes to the internal or external coachwork to accommodate installation of the induction system
1. Wheel rim width 6 inches maximum, wheel diameter per VARA rules - 1" larger diameter than stock is allowed
2. Tire rule this is a spec tire TOYO RR VARA or TOYO R888 SVRA max width is 205/60/13 or 205/55/14
3. Track may not change more than ½ inch from stock measured on a horizontal plane through the hub centerline.
4. Suspension joints; spherical bearings and/or rod ends are allowed for sway bar end links, upper front strut bearings, and pan-hard rod ONLY. All other suspension bushings may be replaced by urethane bushings.
5. Factory suspension control arms must be used. Reinforcement of suspension control arms for safety is allowed.
6. Suspension pickup points may not be moved except for minor slotting to adjust camber and toe.
7. Adjustable camber is allowed.
8. Spring perch height may be adjustable.
9. Quick-change or knock off-wheels are not allowed.
10. The wheelbase of the automobile may not be changed or relocated.
11. Suspension type (McPherson strut or coil spring/shock combination) must be as originally provided on vehicle.

Engine

1. Maximum overbore is .060" (per VARA standard), subject to the minimum weight regulations listed below.
2. Only pre-1973 model year engine configurations and displacements available for sale in the USA are acceptable. Displacement and engine configuration must be correct for chassis type as sold in the USA.
3. Cylinder heads must be OE for USA production cars. Porting is allowed. Material may not be added to cylinder heads.
4. Crankshaft must be OEM for production cars, but may be modified.

5. Stroke must be same as stock for engine used.
6. No dry sump lubrication allowed unless originally factory equipped.
7. No electrically driven water pumps.
8. Charging system, either alternator or generator, must be intact and functioning.
9. Any distributor may be used so long as no engine modifications are required. Any ignition may be used except crank fire systems which are not allowed. Ignition must be triggered by a distributor.
10. Valve springs, keepers, and retainers are free. No alteration of the valve centerlines allowed. Titanium valves are prohibited. Valve diameter must be stock.
11. Roller cam followers are not allowed unless stock for production cars
12. Carburetors must be type and number per eligibility list.
13. 2 barrel downdraft carbs are limited to a maximum barrel size of 38mm. Example; Weber 38DGV.
14. Side draft carburetors are limited to maximum choke (venturi) of 34mm and maximum barrel (body) size of 40mm. Example; Weber 40DCOE with 34mm chokes. No motorcycle carburetors.

Drivetrain

1. Limited slip or locked differentials are allowed. Original OEM case is required.
2. Brake and clutch pedals and hydraulic cylinders are free.
3. Transmissions may have a maximum of 5 forward speeds and functioning reverse. Transmissions must have OE case and internals (synchromesh). Sequential gearboxes and “dog” boxes are specifically forbidden.
4. Stock diameter flywheel, pressure plate and clutch disc are required. Clutch and pressure plate must be single disc design.
5. Radiators are free but must be in approximately stock location.
6. Engine and/or transmission must be in stock location and may not be repositioned to alter weight distribution.
7. Rotary engines are not allowed.

Brakes

1. Brake discs, calipers and/or drums must be period correct. No Wilwoods or similar aftermarket calipers.

2. Substitution of dual master cylinders and pressure adjusting devices are allowed.
3. Replacement or removal of brake booster systems is allowed.
4. No rear discs on cars originally equipped with drums.
5. Brake disc diameter to remain stock.

Minimum Car Weight

Minimum weight will be 2000 lb at end of session without driver for all cars except BMC Mini's. Minimum weight for the Mini is 1400 pounds. Weights of other cars may be determined as required.

Modified Cars

1. Per VARA's current rules, cars modified beyond these C sedan rules will run in the GT classes.
2. This is not intended as a free license to modify cars.
3. To qualify for GT classes, cars must adhere to coachwork rules.
4. Underweight cars must meet displacement rules. Cars not meeting displacement rules must move to B-Sedan.

Rules Enforcement

Enforcement will be the responsibility of volunteers from within the class.

Any driver/entrant discovered to have non-conforming modifications or to not comply with maximum bore/stroke regulations, shall lose any points earned at the event where the discovery is made. A second incident of non-conformity shall result in the loss of all points accumulated for the season up to and including the event at which the discovery is made.

Any driver refusing to allow engine inspection or weighing of his/her car shall be deemed in violation of these rules. The penalty for such refusal shall be loss of all points for the season to date.

Any car found to be underweight after qualifying shall start from the back with the proper weight added.

Any car found to be underweight after a race shall not receive any points for the weekend. If a car is found to be underweight at a second event, all points for the season shall be forfeited up to and including the event at which the discovery is made.