Rules & Regulations

Rev 8.2 3/16/2010

Introduction: *We intend for our rules to be similar to those of other major vintage-race sanctioning bodies in the region, so that drivers need not make extensive changes to existing cars in order to participate with our club.*

Please refer to the VRG Mission Statement for our general philosophy regarding safety, driving behavior, and performance modifications. Our mission is to promote the active use of vintage cars in a format that emphasizes safety and enjoyment. It is appropriate to recognize that vintage racing is an amateur sport, where the pleasure of taking part must exceed the desire to win at all costs.

No set of rules can cover every situation, particularly in the case of a broad range of vintage vehicles, whose production spans many decades.

These rules include our requirements, and numerous recommendations. Recommended items are not strictly required, but such recommendations should be given serious consideration by the car owner and driver.

1. DRIVER ELIGIBILITY

1.1. General: Driver eligibility will be determined on a case-by-case basis, after review of the Membership Application or Event Entry Form, in accordance with the guidelines below.

1.2. VRG Driver Orientation Program: VRG will conduct Driver Orientation Programs at several events throughout the racing season. All drivers will be required to attend a DOP.

1.3. VRG Driver School: VRG will offer a comprehensive Drivers School. Novice drivers, and some experienced drivers, will be required to attend this School prior to competing. Other drivers may also attend at their option.

1.4. Experienced Drivers – General Guidelines:

1.4.1. Vintage Drivers: VRG generally accepts drivers who have current credentials, and are in good standing, with any VMC-recognized vintage racing club. These drivers must attend a VRG DOP within their first three VRG events.

1.4.2. Non-vintage Drivers: Drivers with a current non-vintage road racing license (SCCA, FIA, COM, PCA) will normally be required to attend a VRG DOP before, or during, their first VRG event.

1.5. New Drivers – General Guidelines: Drivers without prior experience or a current competition license will generally be required to successfully complete a recognized professional three-day road racing school, followed by the VRG Drivers School. Rookie stripes will be required on the car for the first three events.

1.6. Physical Condition: Vintage racing is dangerous and can be very stressful. Each VRG driver must be examined by a physician, and submit a standard race medical form (VRG, SCCA, or SVRA form). This must be renewed every two years. Drivers over age 40 will be required to have an EKG as part of the medical examination.

1.7. Unsportsmanlike Conduct: When a driver has been considered to have behaved in an unsportsmanlike manner, either on the track or off the track, in disregard of the VRG Mission Statement, that driver will be excluded from the remainder of that race event, and may be refused admittance to future VRG events.

2. CAR ELIGIBILITY AND CLASSIFICATION

2.1. Eligible cars: The VRG Technical Committee will resolve any questions about eligibility. Subject to the definitions below, the following types of cars are eligible.

2.1.1. Sports cars in series production before 12/31/1972. Examples: SCCA A/Production through I/Production from the 1940's through 1972.

2.1.2. Selected sedans, in series production before 12/31/1972, as recognized by SCCA or FIA. Examples: SCCA A/Sedan through D/Sedan, Trans Am, Trans Am 2.5 Litre Challenge

2.1.3. Sports-racing cars, including prototypes, limited-production sports and GT cars, "modified" cars and "specials", manufactured before 12/31/1972 on treaded tires. Examples: SCCA C/Modified through H/Modified; D/SR through H/SR; FIA World Sports Car Championship, World GT Championship, World Championship of Makes; USRRC and early Can-Am cars on treaded tires.

2.1.4. Formula cars eligible under current Monoposto Classic rules, in production before 12/31/1972. Examples: FJr, FVee, FF, FB, F1, F2, F3

2.1.4.1. Formula Fords ("Club Ford") eligible under current Monoposto F70 rules, in production after 12/31/1972 but before 12/31/1981. At a minimum, one end of the car shall have outboard suspension. Tires must be as specified for all pre-1972 Formula Fords.

2.1.5. Pre-war sports and racing cars of compatible performance.

2.2. Definitions

2.2.1. Continuation cars: A car in continuous production after the cut-off date, but identical in specification to cars in series production before the cut-off.

2.2.2. Special: A car built in extremely limited numbers, often one of a kind. Normally a unique combination of chassis/body/engine. May be eligible in VRG sports-racing class if all major components (engine, running gear, body, chassis) were manufactured prior to the cut-off date, and approved by the VRG Technical Committee.

2.2.3. Modified car: A production vehicle that has been modified beyond the rules of the relevant production class (replacement engine, modified chassis, re-bodied). May be eligible in VRG sports-racing class if constructed of components manufactured before the cut-off date, and approved by the VRG Technical Committee.

2.3. Classifications: The eligible cars described above, will be subdivided into VRG Classes. *Please note that Race Groups will be determined for each VRG event based upon actual entries for that event.*

2.3.1. Class A: Limited to cars prepared, and driven, to attain moderate performance on the track. Dunlop L-series or equivalent size street tires. Subclasses:

A1: Conservatively prepared, thru 1959
A2: Under 1 Litre, thru 1972.
A3: Prewar of compatible performance

2.3.2. Class B: Open wheel (formula) cars through 1972. Subclasses:

B1: Formula B and Formula 2 thru 1972, and pre-1966 Formula 1
B2: Formula Ford thru 1972
B3: Formula Junior, rear engine, all years
B4: Formula Junior, front engine, all years
B5: Formula Vee
B6: 500 cc Formula 3
B7: Club Ford thru 1981

2.3.3. Class C: Small and medium-bore Production sports cars and sedans through 1972. Subclasses:

C1: Sports cars 1.6 to 2.5 Litre, thru 1972
C2: Sports cars 1.3 to 1.6 Litre, thru 1972
C3: Sports cars under 1.3 Litre, thru 1972
C4: Sedans 1.3 to 2.5 Litre, thru 1972
C5: Sedans under 1.3 Litre, thru 1972

2.3.4. Class D: Sports racing cars, limited-production GT cars, Specials, and Modified Cars through 1959. Dunlop L-series tires. Subclasses:

D1: Over 1.5 litres
D2: 1.1 to 1.5 litres
D3: Under 1.1 Litres

2.3.5. Class E: Sports racing cars, Prototypes, and limited production GT cars through 1972. Treaded tires required. Subclasses:

E1: Over 2 litres
E2: 1.3 to 2.0 litres
E3: Under 1.3 Litres

2.3.6. Class F: Big-bore Production Sports Cars and Sedans through 1972. Subclasses:

F1: Sports Cars over 2.5 Litres
F2: Sedans over 2.5 Litres

2.3.7. Class G: Production sports cars and selected sedans through 1959 – Dunlop L-series or equivalent tires. Subclasses:

G1: Over 2 Litre
G2: Under 2 Litre

2.4. Exceptions may be made for individual cars on a case-by-case basis at selected events, by the VRG Event Chairman with the concurrence of the VRG Board of Directors.

3. SAFETY REQUIREMENTS

3.1. DRIVER EQUIPMENT

3.1.1. Helmet: Must meet Snell "SA" specification, of no more than ten years prior, as evidenced by Snell Foundation sticker inside the helmet, or equivalent FIA specification (e.g., SA 2000 helmets will be accepted until 1/1/2011). Motorcycle (Snell "M" spec) helmets are not allowed. The helmet must be in perfect condition, with no evidence of previous impacts. Full-face helmets are required in open cars, and also recommended in closed cars. Driver's name, DOB and any special medical conditions should be included in a label on rear of helmet.

3.1.2. Eye protection: A full face shield is required in open cars. Goggles or a face shield are highly recommended in closed cars. Eyeglasses, if worn, should have safety glass lenses.

3.1.3. Suit: All drivers are required to wear a racing suit made of approved fire-resistant material that covers the body from neck to wrists and ankles. The

material must be approved by SFI, FIA, SCCA, or ASN. Three layers of fire resistant material are required, which may be obtained by a 2-layer suit with underwear, or a 3-layer suit. One-piece suits are highly recommended. A 3-layer suit, which meets or exceeds SFI 3.2A-5 specification (or FIA equivalent), worn with underwear, is highly recommended.

3.1.4. Underwear: Long-sleeve underwear of approved fire-resistant material must be worn under all two-layer suits, and is highly recommended under all other suits.

3.1.5. Gloves of a fire-resistant material are required. Two-layer gloves are recommended. Gloves may have leather-covered palms.

3.1.6. Shoes must be of fire-resistant material, or leather. Rubber or nylon is not allowed in the shoe upper. Rubber outer soles are allowed.

3.1.7. Socks must be of a fire-resistant material.

3.1.8. All of the above clothing must be in good condition, clean, free of excessive oil stains, not torn or frayed, with no holes or gaps.

3.1.9. Other clothing, made up in whole or in part of nylon, rayon, polyester, or any other synthetic non-fire-resistant material, may not be worn while racing.

3.1.10. Head and neck restraints, such as the HANS device, are highly recommended.

3.2. VEHICLE EQUIPMENT

3.2.1. Rollover Protection

3.2.1.1. Roll bars are required for all vehicles. The roll bar should be of sufficient height to protect the driver in the event of a roll-over. In an open car, the roll bar should extend a minimum of 2" above the driver's helmet, with driver seated in normal position (Monoposto Classic cars may be exempted). In an enclosed car, the rollover structure should extend 2" above the helmet, or as close as practicable along the inside of the roof. Roll bar design, materials, and fabrication must be consistent with sound engineering practice, and excellent workmanship. The SCCA "General Competition Rules" (GCR) for 1979, or SCCA "Vintage" rulebook, is recommended for reference.

3.2.1.2. Side intrusion protection is permitted and highly recommended.

3.2.1.3. The number, and location, of supplemental **braces** is not specifically limited; however, bracing which appears to be intended solely for chassis stiffening and superfluous to driver protection may be disallowed.

3.2.1.4. All parts of the roll bar that may come in contact with the driver's helmet, should be **padded** with SFI 45.1 or FIA Type A high-density roll bar padding. Period colors preferred.

3.2.1.5. Rollover protection as described above, should not substantially alter the original vintage character, style, or spirit of the car.

3.2.2. Driver restraints

3.2.2.1. Seat: The driver's seat is an integral part of driver protection. All drivers' seats must provide secure support for the driver in the case of high impact loads associated with a vehicle crash. The use of contemporary racing seats is permitted. Period colors are preferred. Seats must be securely fastened to the vehicle frame, rollover structure, and/or vehicle floor. Seats fastened to sheet-metal floors must have substantial backing washers. Seats fastened solely to wooden floorboards will not be allowed.

3.2.2.2. Head restraint: There should be a substantial, padded head restraint within 3" (or less) of the back of the driver's helmet. This restraint may be part of the seat, roll bar, or bodywork.

3.2.2.3. Belts: A five-point (minimum) racing harness is required for all cars. Lap and shoulder belts must meet current SFI or FIA standards, with date tags in place; anti-submarine straps must be 2" wide minimum. Two-inch (2") wide shoulder belts are only permitted if worn with a HANS device. Y-type shoulder straps will not be permitted. Six-point harnesses are highly recommended for all cars where the driver is seated in a semi-reclining position. Buckles shall be quick-release type, with metal-to-metal latches. All belts must be in excellent or as-new condition, and must not be frayed, visibly worn, or faded. It is highly recommended that belts be replaced every five years, as evidenced by the manufacturer's dated label. Undated belts, belts over 5 years old, or any belt which appears to be unsafe in the judgment of the Chief Scrutineer, may require replacement.

3.2.2.4. Belt mounting: Mounting geometry and hardware must conform to the belt manufacturer's specifications. Where possible, all belts should be mounted to substantial frame members or the roll bar structure of the vehicle. In the case of sheet metal mountings, a 1/8" thick backing washer, 3" diameter, or plate of at least 9 square inches must be used. The mounting hardware and all

attachment points must exceed the strength of the belt itself. Mounting eyes must be forged or welded closed. The minimum acceptable bolts used in the mounting of all belts and harnesses are as recommended by the manufacturer, or 3/8" diameter SAE Grade 5 at a minimum.

3.2.2.5. Arm restraints: Arm restraints are required in all open cars, effective 1/1/2008. Effective 1/1/2008, for closed cars (coupes and sedans), a restraint on the arm closest to the window is required, or a window net (restraint is preferred).

3.2.3. Fire suppression

3.2.3.1. Extinguisher: The minimum requirement is a 2 lb. dry chemical hand-held fire extinguisher, or Halon equivalent. This must be *securely* mounted in the cockpit within reach of the driver while belted in. The extinguisher must have a charge indicator which indicates "full".

3.2.3.2. Systems: On-board fire suppression systems ("fire bottles") are highly recommended. An emergency label (red "E") must appear on the outside of the car, indicating the activation point for all on-board systems. The activation point must be within reach of the driver while belted in, and should be accessible by a safety worker from outside the vehicle.

3.2.3.3. Firewall: The cockpit of the vehicle must be separated from the engine compartment, and fuel tank, by firewalls. Some exceptions may be allowed for fuel cells in certain formula and sports-racing cars. The firewall(s) and floor of the vehicle must prevent the passage of flame, fluid, and debris into the cockpit. All holes must be properly sealed. Larger holes must be sealed with metal.

3.2.4. Fuel containment

3.2.4.1. Fuel cells are required. FIA FT3 specification cells, or equal, are highly recommended. For fuel cells not contained within the body structure, the bottom of the fuel cell should have a minimum of 6" of ground clearance. The mounting must be strong enough to resist impact forces during an accident.

3.2.4.2. Filler caps: All fuel filler caps must be securely fastened so as not to open during impact. Quick-release "Monza" type caps must be safety-wired shut.

3.2.4.3. Fuel filters having glass housings are not permitted.

3.2.5. Electrical system

3.2.5.1. Isolation: A cut-off switch is required on all cars. The switch should be accessible to the driver, while belted in, and must be accessible to safety workers from outside the car. The location must be clearly marked, preferably with the FIA sticker (red spark on blue triangle, "lightning bolt"). The cut-off switch must isolate the battery, must disable the ignition, must disable any electric fuel pumps, and must disable the charging system, so that the car is unable to start or continue running.

3.2.5.2. Battery: All batteries must be securely mounted and retained by a metal hold-down. The "hot" terminal must be properly insulated. Batteries mounted in the driver's compartment must be a leak-proof type, have leak-proof caps, or be fully contained in a leak-proof container.

3.2.5.3. Insulation: All electrically "hot" terminals should be insulated: battery, cut-out switch terminals (if wired in "hot" side of circuit), starter solenoid terminals, etc.

3.2.5.4. Wiring: the wiring harness must be in good condition, with no signs of chafing, wear, or brittleness. All wires must be securely mounted with wire ties or clamps to prevent chafing. Wherever wires pass through metal bulkheads, proper grommets must be used to prevent shorting.

3.2.5.5. It is recommended that **electric fuel pumps** be wired through a low-oil-pressure switch, or inertia-activated switch, which disconnects power to the pump in the event of an accident.

3.2.6. Engine, gearbox, differential

3.2.6.1. Throttle return springs: There must be a minimum of two (2) throttle return springs, external to the carburetor or fuel injection throttle, each capable on its own of closing the carburetor butterflies. In the case of multiple carburetors, each carburetor must have its own external throttle return spring.

3.2.6.2. Fluid overflow protection: All engine breathers must lead to a catch can of at least one quart capacity. It is recommended that gearbox breathers also have a catch can. Cooling system overflow must be contained in a catch can of at least one quart capacity. Fuel overflows should not be contained in any catch cans. No oil, coolant, fuel, or fluid leaks of any kind will be permitted.

3.2.6.3. Drain plugs: The engine oil, transmission oil, and differential oil drain plugs must be safety

wired. It is recommended that all other drain plugs be safety wired also (radiator, etc).

3.2.6.4. Coolant: Water pump lube, "water wetter", and anti-corrosion additives are acceptable. Antifreeze is not allowed except when noted in the entry information for that specific event.

3.2.6.5. Flywheel/clutch: It is recommended that a scattershield or explosion-proof bell housing be fitted to all cars where the failure of the clutch or flywheel could result in a hazard to the driver. Refer to SCCA GCR for recommended design.

3.2.6.6. Drive shaft: It is recommended that all front-engine, rear-wheel-drive cars have a 360º safety hoop enclosing the drive shaft, to protect the driver in the event of u-joint failure.

3.2.7. Suspension and steering

3.2.7.1. No part of the suspension or steering may have excessive play or looseness. All suspension components must be in excellent or like-new condition. It is highly recommended that all suspension and steering parts be crack tested on a regular basis (Magnaflux, dye penetrant, x-ray, etc).

3.2.7.2. Captive washers are required over all open-ended spherical ball joints ("Heim" joints).

3.2.7.3. It is recommended that **wood-rim steering wheels** be replaced with metal-rim wheels.

3.2.8. Braking system

3.2.8.1. Dual braking systems are required. This may be accomplished with dual master cylinders, a tandem master cylinder, or a single master cylinder plus mechanical emergency brake.

3.2.8.2. All braking systems must be in perfect condition, with no evidence of fluid leaks, cracked or distressed parts, or any malfunction of any type. Hydraulic lines and hoses must be in excellent or as-new condition throughout.

3.2.8.3. All cars, except formula cars, must have at least one red **brake light** in working order. Two are recommended. Formula cars must have a working rain light, and may also have a brake light.

3.2.9. Wheels and tires

3.2.9.1. Wire wheels must be in perfect condition, with no missing, broken, or loose spokes. Replacement wire wheels may have more spokes than originals, for added strength.

3.2.9.2. All **wheels** must be free of cracks. Regular crack testing is recommended.

3.2.9.3. Lug nuts should be of the "open" type for verification of thread engagement. Owners may be required to remove "acorn" style enclosed nuts at Tech Inspection, to verify thread engagement.

3.2.9.4. Modern aftermarket racing **wheels** (subject to size restrictions) which have a period appearance are permitted, and encouraged to replace originals where the original wheel is known to be weak and prone to failure.

3.2.9.5. Tires must have at least 2/32" of measurable tread, across the entire tread width. Tires must be of a type designated for racing, or a street tire with a DOT speed rating appropriate to the particular vehicle under racing conditions.

3.2.10. Body, chassis, and lighting

3.2.10.1. All **body panels** must be securely mounted. Engine hoods and trunk lids must be secure. Engine hoods should have redundant closures.

3.2.10.2. Exhaust systems must exit outside the car and behind the driver. Exhaust components must be securely attached to the vehicle.

3.2.10.3. A transparent **windscreen** capable of deflecting debris away from the driver, is required.

3.2.10.4. Mirrors: The minimum requirement is two mirrors, which provide visibility along both sides and the rear of the car. Insufficient mirrors, in the judgment of the Chief Scrutineer, may require immediate rectification.

3.2.10.5. All cars without an exposed roll bar must have substantial **tow hooks** mounted to the front and rear of the vehicle. The eye should have a 2" diameter opening, minimum.

3.2.10.6. Headlights, and all glass lenses, must be taped. Brake lights must remain visible if taped (clear tape).

3.2.10.7. Brake lights and **rain lights** are required per Section 3.2.8.3

3.2.10.8. Rigid (metal, fiberglass, etc) **tonneaus**, covering the passenger compartment beside the driver, are not permitted, except the case of certain sports-racing cars which were originally so equipped (Jaguar D, Lotus XI LeMans). Fabric tonneau covers are allowed.

3.2.10.9. Undertrays, where fitted, must have drain holes.

3.2.10.10. It is highly recommended that **wooden floorboards** be replaced with metal floors.

3.3. TECHNICAL INSPECTION: Regular inspection and compliance with safety requirements is the responsibility of the car owner. An inspection will be performed by VRG Technical Inspectors on every car at each VRG event (scrutineering). All cars must pass "Tech" before entering the track. The inspection may consist of items above, plus other items at the discretion of the Chief Scrutineer. The Chief Scrutineer has the final authority to reject any car as unsuitable for competition.

3.4. LOG BOOK

3.4.1. Requirement: All cars are required to have a vintage log book. A log book from any VMC-recognized vintage club, or a VRG log book, is acceptable. The log book must be presented at Tech Inspection at every VRG event entered.

3.4.2. Purpose: The purpose of the log book is to record an accurate history of events attended, tech/safety inspections performed, defects found (if any) and a date/event by which any defects must be corrected. It provides information to quickly verify the identity of the car, its basic specifications and a record of ownership.

3.4.3. Procedure at time of Tech Inspection: During inspection of a vehicle, if any deviation from VRG Rules & Regulations is found, it will be noted in the vehicle's log book. The Tech Inspector will also note when the defect must be corrected.

3.4.4. Log book from another club: A car should have one, and only one, vintage log book. Since VRG accepts and uses log books from other VMC-recognized clubs, a VRG log book will not be issued to a car which has a log book from another club.

3.4.5. VRG log books: A VRG log book may be issued to eligible cars which do not have an existing log book from another club, or as a replacement for a full log book.

3.4.5.1. General: A VRG log book is associated with the vehicle, not the owner/driver.

3.4.5.2. Application Procedure: The car owner must submit a completed Log Book Request Form, along with two 3 x 5 full-frame photos: one ¾ front and one ¾ rear showing all four sides of the car, sitting still, not on a trailer. The Request Form will be presented to the Tech Inspector at the car's first event. The Tech Inspector will conduct a complete inspection and sign the form where indicated. The VRG Technical Committee will review the application. When approved, the Log Book Officer will fill in the appropriate pages of a VRG Log Book, attach the owner's photos, assign and record a logbook identity number, and mail the log book to the owner.

4. PERFORMANCE MODIFICATIONS

4.1. General: Performance modifications must be in keeping with those available during the period of eligibility. For VRG Classes A, D, and G, the "period" is defined as pre-1960. For Classes B, C, E, and F, the period is defined as pre-1973. Cars manufactured before 1960, but modified in accordance with later practice, may be reclassified into the later groups (e.g. 1950's production cars with aftermarket alloy wheels or SVRA tires may run in VRG Class C). Modifications which improve reliability, durability, strength, or convenience without significantly improving performance will be allowed when they do not visibly detract from the vintage character of the vehicle.

4.1.1. Updating/backdating OEM equipment: Updating and backdating within a single model is permitted. However, updates beyond 1972 are not allowed. Intra-model updates to pre-1960 cars, which cross the 1960 time line, may result in re-classification to a later group (e.g. Triumph TR3 to TR3B spec, reclassify to Group 3).

4.1.2. Upgrading within a model: Upgrading to period-correct OEM optional equipment, option packages, state of tune, or other designation within a single model is permitted. Examples are Alfa Normale to Veloce; Aston Martin to Vantage spec; Corvette small block to big block; etc. However, owners are urged to discuss any such upgrades with the VRG Technical Committee, to determine when the alternative is actually a different model rather than a variation of a single model.

4.1.3. Aftermarket equipment: Period aftermarket equipment is permitted, subject to the detailed rules herein. Major aftermarket upgrades (e.g. period superchargers) may result in reclassification of the car. Modern reproductions of period aftermarket equipment are allowed, provided the modern reproduction is identical to the original period device. Modern aftermarket equipment which has no historical precedent, in period, will not be permitted.

4.1.4. General dimensions: Original wheelbase, track, overall length, height, and width of car must be maintained.

4.1.5. Weight: All production cars must adhere to minimum weights, as recognized by period SCCA PCS or OEM listed curb weight. Formula cars and sports-racers must adhere to period weight specifications for their type, where applicable. Cars which have been significantly lightened must be identified by the owner on the race entry form, and are subject to reclassification. Undeclared, lightened vehicles will be considered grounds for serious disciplinary action.

4.2. ENGINE

4.2.1. General: The engine must be the type, size, and design as originally fitted to this model by the manufacturer, or a listed option, and must be in the original location. In unusual cases where an original engine is unavailable, any substitute engine must have prior written approval by VRG, and must be period alternate. In the case of non-production cars or "specials", the engine should be a type that was originally used in that car during the period. In the case of certain racing classes with specific rules, such as Formula Junior, Formula Ford, etc, engines must conform to the period rules of that class.

4.2.2. Displacement: The engine must be the original displacement available in that model, with maximum overbore of 0.040" (bores up to 3.5") or 0.060" (bores over 3.5"). Stroke may not be altered from original. The owner must declare the precise, actual displacement (including overbore) of his/her engine on the race entry form. Undeclared oversize engines will be considered grounds for serious disciplinary action.

4.2.3. Construction: The engine block, cylinder barrels, and crankcase must be the same type, material, size, and design as originally provided by the vehicle manufacturer. The number and location of main bearings may not be altered. Cylinder heads must be the original type, material, and design, or an approved period aftermarket type. The number and location of valves may not be altered. Modern aftermarket blocks and heads are prohibited, unless identical to original OEM items or period aftermarket items, and require prior written approval of VRG.

4.2.4. Internal components: Within the limits of the original block, crankcase, and head, substitute internal components are permitted: pistons, rods, bearings, cam(s), and valves. Modern aftermarket internal components (Carillo, Venolia, Crane, Isky, etc) are allowed. Valve train components may be replaced with aftermarket parts of the same type as original.

4.2.5. Internal modifications: Engine modifications such as porting, lightening, balancing, blueprinting are allowed but limited to those available and commonly done in the period. Modifications beyond these may result in reclassification of the car.

4.2.6. Lubrication systems: Addition of oil coolers and supplemental filters is allowed. Addition of external pressurizing system ("Accusump") is allowed. Oil pans and pumps may be modified or replaced by aftermarket parts. Conversion from wet sump to dry sump system is not allowed, except in VRG Class F

4.3. FUEL, INDUCTION SYSTEM, AND EXHAUST SYSTEM

4.3.1. Fuel: Commercially-available gasoline must be used. Addition of compounds containing oxygen or nitrogen is prohibited. In certain cases where historically accurate, the use of alcohol fuel may be permitted. The driver must notify the Safety Steward at each event, and affix a decal (white letter "A" on red background) to the car indicating alcohol fuel.

4.3.2. Induction system: The system of induction (carburetors, fuel injection) must be the type originally offered by the vehicle manufacturer for this model. Modern aftermarket induction systems are prohibited, unless identical in design and appearance to period-produced aftermarket systems, and have prior written approval of the Technical Committee. Carburetors must be of the original type (downdraft, sidedraft) as listed by the manufacturer for that model. The original number of throttles (butterflies) must be maintained. Substitution of a different make or size of carburetor (Weber for SU, Holley for Rochester, 2" for 1-3/4") may result in reclassification of the car.

4.3.3. Forced induction systems: Modern aftermarket forced induction systems are not permitted. OEM superchargers or turbochargers are allowed, if homologated by the vehicle manufacturer in the period. Period aftermarket superchargers (Judson, Shorrock, Wade) may be allowed if historically accurate, with prior written approval by VRG, and subject to reclassification of the car.

4.3.4. Exhaust systems are free. Tubular headers, open exhausts, "free flow" exhausts are allowed. Modern aftermarket components may be utilized. Note that local sound restrictions may be in place at some events.

4.4. IGNITION AND ELECTRICAL SYSTEM

4.4.1. Ignition: Must be of original type and design as provided by manufacturer. Electronic ignition is allowed, but the spark must be triggered and distributed from inside the distributor (no crank triggers). Modern aftermarket components (coils, spark plugs, wires, etc) are allowed. Rev limiters are allowed, and suggested for safety reasons.

4.4.2. Electrical: It is recommended that all cars be fitted with a working charging system. Generators may be replaced by alternators. Modern aftermarket alternators are allowed.

4.5. CLUTCH, TRANSMISSION, AND FINAL DRIVE

4.5.1. General: The clutch, transmission, and final drive systems must be the type and design as originally fitted by the vehicle manufacturer. Within the confines of the original housings, internal components are free.

4.5.2. Transmission: The gearbox must have the same number of forward speeds as supplied by the manufacturer, or homologated as an option for that model. Ratios are free. Reverse must work (driver actuated lockout is permitted). The system of gear synchronization must be as originally fitted by the manufacturer.

4.5.3. Final drive: Ratios are free. Limited-slip differentials may be fitted, if originally available from the vehicle manufacturer or as a period aftermarket device. The original casing must be retained. Modern aftermarket axles and wheel bearings may be used.

4.6. SUSPENSION AND STEERING

4.6.1. General: The system of suspension and steering must be as originally fitted by the manufacturer. Replacement components of the same type are allowed.

4.6.2. Suspension: Spring type (coil, leaf) and shock type (telescopic, lever) must be as originally fitted by the manufacturer. Spring and damper rates are free. All suspension components must attach to the original mounting locations (altering of pick-up points is prohibited). Anti-roll bars are free. Alignment settings are free, within the confines of the original pick-up points. Cars may be lowered no more than 1" from original factory ride height. Cars with leaf springs may add longitudinal locating devices (traction bar, torque arm). Cars with live axles may add lateral locating devices (Panhard or Watts). Bushings may be replaced with stiffer materials, but may not be converted to spherical rod ends ("Heim" or "Rose" joints). Suspension parts (hubs, spindles, etc) may be strengthened or replaced for safety as long as the track width, wheel base, and suspension geometry is not altered.

4.6.3. Steering: The original type (cam & peg, worm & roller, etc) as supplied by the manufacturer may not be changed. Steering ratios are free. Components may be upgraded for safety.

4.7. BRAKES: Brakes must be the original type (disc, drum), size, and design as supplied by the manufacturer, or listed option, for the model. Updating from drum to disc will result in reclassification if eligibility timeline (e.g. 1960) is crossed. Lining and pad materials are free. Rotors may be drilled or grooved, but must be same diameter, thickness, and material as originally supplied. Modern aftermarket calipers are not permitted. Brake ducting is permitted, as long as bodywork is not altered. Adjustable brake bias control is permitted if it is not accessible to the driver while racing.

4.8. WHEELS

4.8.1. General: Changes in wheel construction must increase strength, rather than simply reduce weight, of the wheel.

4.8.2. VRG Classes A, D, and G: Wheels must be of the original type, size, and construction as provided by the vehicle manufacturer, or listed option. Diameter must be original, except 16" can be substituted for 19". Rim width may be increased 1". Wire wheels may be replaced with those having more spokes (72 replacing 60, 60 replacing 48) as long as rim width and offset are maintained. Very few cast alloy wheels were available in this period (Elva, Lotus). Aftermarket wheels replicating 1960's-era may result in reclassification of the car.

4.8.3. VRG Classes C, E, and F: Diameter must be original, except 13" may be substituted for 12", and 15" may be substituted for 16". Rim widths may be increased 1.5" over maximum original or optional wheel rim. Period-looking aftermarket wheels that meet these dimensional standards are acceptable.

4.8.4. VRG Class B: Wheel diameter, rim width, and construction must conform to Monoposto Classic rules for the car.

4.9. TIRES

4.9.1. General: The actual measured size, aspect ratio, section width, and tread width should be as

close as possible to that originally supplied by the vehicle OEM. Note that the size indicated on the sidewall of most current tires does not correspond to original sizes of the period. Slicks are not allowed in any VRG group. All tires must have a full-width, molded tread pattern of period appearance. Certain tires currently being marketed as "vintage" or "street" tires which have extremely marginal tread patterns will be considered slicks.

4.9.2. VRG Classes A, D, and G: The current VSCCA tire rules apply to cars in these classes.

4.9.3. VRG Class B: Current Monoposto Classic tire rules apply to cars in this class.

4.9.4. VRG Class C, E, and F: The current SVRA tire rules apply to cars in these classes, subject to VRG limitation on slicks.

4.9.5. Reclassification: Pre-1960 cars which are fitted with later-style tires, may be "bumped" to a later group (e.g. VRG Class A and G cars fitted with Class C tires, will run with Class C).

4.10. BODY, INTERIOR, AND GENERAL APPEARANCE

4.10.1. Body: Configuration must be as originally supplied by the manufacturer. All body components (fenders, lids, etc) must be of original material, thickness, contour, and design. Supplemental aerodynamic devices such as spoilers, air dams, and wings will not be permitted, unless the owner can show that the car was raced in that configuration in the period. Fender flares are not permitted in VRG Classes A and G, and are only permitted in Classes C and F if the owner can show that the car was raced in that configuration in the period. Original-looking exterior trim, such as grills, must be in place. Bumpers may be removed. On open cars, windshields may be removed if replaced by a suitable transparent windscreen in front of the driver. Where originally supplied, headlights should be fitted and taped. Commercial decals should not appear on cars in Classes A, D, or G. In later groups, commercial decals are permitted if the car appears as it did in period. Modern (contemporary) advertising is not allowed. Convertible tops (soft) should be removed. Detachable hard tops are subject to approval of the fastening method by the Chief Scrutineer.

4.10.2. Interior: Interiors of all cars must appear neat and finished. Carpeting, floor mats, and any loose trim (boot covers, sidescreen bags) should be removed for racing. Racing-type seats are permitted, but it is suggested that they have a period appearance, particularly in open cars in VRG Classes A and G. Passenger seats should be fitted in production cars. Additional gauges, and modern replacement gauges, are permitted but the overall dashboard should have a period appearance. Side door glass may be removed from closed cars.

4.10.3. Race numbers: Numbers must be of a size, stroke, and color that makes them legible, at a glance, to timing & scoring officials. Static-cling or magnetic numbers should not be used.

4.10.4. General presentation: Cars must be presented in a clean, neat condition. Dents, rippled panels, unrepaired accident damage, and visible rust are not permitted. Panels may not be finished in primer, unless originally raced that way.

5. RULES OF THE ROAD

5.1. Why we need rules of the road: It is our goal to make vintage racing enjoyable and safe. If we do not all agree to play by the same rules, problems may occur. By establishing rules of conduct we all know how we are expected handle on track decisions. By stating our rules of conduct it also makes the determination of fault in the case of an incident simpler.

5.2. Driver attitude: It is important to understand that vintage racing is somewhat different from most other forms of auto racing. Our race groups are often made up of cars that have very different speed potentials. Even when lap times are similar, one car may be much quicker down the straights while another is perhaps lighter and can brake later and carry more corner speed. The result is the two cars seem to be in each others way much of the time. Add to this the fact that our groups will have very experienced drivers racing at 9/10 in fast cars mixed in with driver with limited racing experience driving cars with less speed potential and happy to be driving at 7/10. Such is the nature of vintage racing. This means you must understand and accept these differences and be willing to adjust your driving to accommodate these differences.

5.3. Overtaking: It is the responsibility of the overtaking car to make a safe pass. When you are the faster car, the car being passed has the right of way. Even when the passing flag (blue w/ yellow diagonal) has been shown to the slower car, the slower car is not required to yield the desired line thru a turn. If you have actually established a lead, that is, the front of your car is clearly ahead of the car you are passing at or before the turn in point, you have the right to share the corner with the car being passed. The car being passed needs to yield the apex, but you still don't have the right to push the car being passed off the road. You have not completed the pass until the rear of your car is in front of the car being passed. Only then, have you fulfilled the responsibly for a safe clean pass.

5.4. Being overtaken: All drivers have a responsibility to keep an eye on their mirrors. You must be aware of the cars that maybe about to pass you. If the car behind you is clearly a faster car that is going to pass you, or you simply desire the car to pass you, point to the side you want to be passed on. This is best done as you exit a corner. That point-by is valid until you reach the turn in point for the next corner. When you give a point-by stay on your normal line. The **only exception** being, when you give a point-by as you are approaching a corner. In that case, you are indicating that you will share the turn with the overtaking car. You MUST then leave room for the faster car to make a pass.

5.5. In traffic moves: When in heavy traffic typical of the first few laps, it is imperative that you not make any rapid line changes without first being sure that you are not going move into the path of another car so as to cause contact between cars.

5.6. Blocking: When racing for position with another car you may adopt a defensive line so as to make a pass more difficult. You must not weave back and forth for the purpose of keeping another car behind you. You must not make sudden moves off your normal line to shut the door on a car that is carrying more speed than you.

5.7. Damage avoidance: If a car in front of you loses control you should treat this as an automatic waving yellow. The car in trouble may be two or more cars in front of you and the car right in front of you may slow to avoid contact with the out of control car. Do not look at this as an opportunity to pass. When you get past the car in trouble you can resume racing.

6. DRIVER DISCIPLINE

6.1. Objective: We desire to have a system in place to review on track incidents to establish the facts and identify fault if any exists. Should a driver be found at fault, a penalty shall be determined. The purpose of the penalty is to encourage a change in driver behavior.

6.2. Types of incidents: Most incidents can be categorized into one of three types. First being a case where the driver was the victim of circumstance, such as a mechanical failure or an unknown track condition such as fluid that was not there on the previous lap. The second case being the result of poor judgment on the part of the driver. The third and most serious is when a driver causes damage or injury to another car or driver as a result of aggressive driving.

6.2.1. Victim of circumstance: This type of accident can be very serious and can involve other cars and drivers. They must be carefully reviewed to be sure that any drivers involved did not contribute to making the accident worse than it needed to be. Lacking a case of poor judgment that resulted in increased damage, this type of accident may not result in any penalty.

6.2.2. Poor judgment: . Poor judgment…In a case where a driver makes an error that results in a loss of control and does not results in any damage, a simple warning may be issued. If there is minor damage, limited to the car loosing control and not the result of

overly aggressive driving, a warning may be all that results. If there is serious damage to the car involved, that driver may be excluded from the remainder of the event and a penalty may be issued. If the loss of control results in damage to another car the driver will be excluded from the remainder of the event. A penalty will be issued and reported to VMC.

6.2.3. Aggressive driving: When a driver is considered to have made an aggressive move that resulted in any damage to any car, that driver will be excluded from the remainder of that race event. A probation period of up to 13 months will also result.

6.3. Suspension: In the case of a driver on probation for aggressive driving being found at fault in a second aggressive incident while still on probation, a 13 month suspension will be issued. When a driver on probation for an incident involving poor judgment is involved in a second incident a suspension of up to 13 months may be issued depending on the circumstances.

6.4. Reporting responsibility: Anyone involved in an on track incident that may have resulted in damage to any car must report to the Race Steward immediately. Failure to do so may lead to a probationary period in addition to any resulting from the incident itself.

APPENDIX A

Special Provisions

General: Special provisions for individual makes & models are intended to allow modifications to overcome well-known, inherent limitations of original design that impact safety, strength, or reliability. Provisions will not be made to improve performance, or "level the playing field" for a specific model. Any member may request a special provision from the VRG Board of Directors. If granted, the provision will be documented for the benefit of others in this Appendix.

The current Special Provisions are:

1. **Elva Courier:** MGA rear axle assembly is allowed. Conversion of hubs to permit use of MGB 4.5 x 14" steel wheels is allowed.
2. **Porsche 356** (all years): Use of later crankcase (356C, 912 types) is allowed. Engine displacement must remain correct for the year.
3. **Lotus 18:** conversion to VW gearbox is allowed.
4. **Mini:** The "Group 2" Wing Extension (p/n C-AJJ3316/AJJ3353 or equal) is allowed. Tires must not extend beyond this wing extension.