

2006 NWR VINTAGE RULES

1. PURPOSE: To provide a venue for people with competition cars who, for various reasons, no longer wish to participate in full Regional or National competition events yet want to continue involvement in road racing. Preservation of these cars in a racing environment is viewed as important to the sport and to our club.

2. DRIVER ELIGIBILITY: Acceptable licenses for individuals participating in Northwest Region events are listed in GCR 3.1.2. Requirements for an SCCA Vintage competition license are defined by the SCCA Road Racing Board. The following licenses are accepted for participation in the Northwest Region Vintage run group in addition to those listed in GCR 3.1.2.

- BMW Car Club of America (BMWCCA)
- Classic Sports Racing Group (CSRG)
- Corinthian Vintage Auto Racing (CVAR)
- Historic Motor Sports Assoc. (HMSA)
- Historic Sportscar Racing Group (HSR)
- International Conference of Sports Car Clubs (ICSCC)
- Porsche Club of America (PCA)
- Porsche Unlimited Group (PUG)
- Rocky Mountain Vintage Racing (RMVR)
- Society of Vintage Racing Enthusiasts (SOVREN)
- Sportscar Vintage Racing Assoc. (SVRA)
- Vintage Auto Racing Assoc. (VARA)
- Vintage Auto Racing Assoc. of Canada (VARAC)
- Vintage Driver's Club of America (VDCA)
- Vintage Motorsports Council (VMC)
- Vintage Racing/British Columbia (VRCBC)
- Vintage Sports Car Club of America (VSCCA)
- Vintage Sportscar Driver's Association (VSDA)
- Vintage Sportscar Racing, Inc. (VSCR)

3. DRIVER CONDUCT: Vintage racing is NOT the same as competition for current cars. Although competitive in a sense, the primary purpose is NOT winning. Cut and thrust competition is available in regular Regional and National racing groups.

Vintage drivers are expected to provide a safe and enjoyable environment for all participants and spectators. This requires recognizing that vintage grids include cars of many ages with great disparities in speed, cornering, and braking capabilities. Drivers, as well, tend to possess widely varied experience and ability. Accordingly, drivers are expected to exercise great care, prudence, and courtesy in traffic and in passing. The slowest car and driver has as much right to be on track as the fastest, and all drivers must conduct themselves accordingly and make room for each other.

4. CAR-TO-CAR CONTACT: Contact is absolutely contrary to the spirit of Vintage racing. Drivers judged at fault may be penalized with exclusion from the event with the possibility for probation or suspension of driving privileges at the discretion of the event Chief Steward or the Series Chief Steward and the SOM.

5. CAR ELIGIBILITY: Generally, cars built in 1982* or earlier that have been prepared, restored to or preserved in period racing condition as far as possible. Safety improvements are encouraged (see car preparation requirements). SCCA has reissued publications for earlier years to help in determining appropriate configurations. Special interest cars may be included at the discretion of the event Chief Steward with the advice of the NORPAC Vintage Series Chief Steward or Vintage Series Committee.

- Please note that this date will remain constant through 2007, at which time a 25-year-old date will be implemented. This will phase in a change from the 20-year standard we have been using to 25-year benchmark to reach consistency with other SCCA Vintage standards.

6. CAR CLASSES:

VP1 – Production cars up to 1900cc
VP2 – Production cars 1901cc up to 3200cc
VP3 – Production cars over 3200cc
VFSR – All Formula and Sports Racers (no displacement split)

7. CAR PREPARATION: All cars participating in the regional Vintage group must, as a minimum, meet the roll bar and driver restraint requirements for vehicles registered prior to January 1, 1979 as described in the SCCA Vintage/Historic Competition Rulebook, publication #5685 dated January 2000. See Appendices X, Y, and Z with the following notes: Minimum roll bar requirements are presented on pages 23 through 27 of Appendix Z in that publication (roll cages, though strongly recommended are not required); fuel cells are also strongly recommended for all cars; and driver restraint systems (Appendix Y, pages 12 & 13) should be replaced according to the time set out in the current GCR and a driver safety net **or arm restraints** are required in closed cars. Open cars require driver arm restraints.

8. TIRES: Must be approximately the same size, width, and profile as those originally offered on the car (either on the standard or optional rim) and have molded tread pattern. With the advice of event Chief Steward as advised by the NORPAC Vintage Chief Steward or Vintage Series Committee (a log book notation of the single event exception will be made) Avon, Goodyear and Dunlop vintage tires that have been re-grooved to a specific pattern, are allowable. Shaving of excess tread (as in the Improved Touring Classes) is permitted.

Note the reasoning behind the current tire rule includes (but is not limited to):

- 1) *Reduction of cornering loads on elderly suspensions;*
- 2) *Equalization of cornering speeds to keep drivers from trying unsafe passes (reducing the opportunity for contact) and because we are running cars of greatly varying speeds in one group; and 3) Vintage is not intended as an all-out competition.*

9. FUEL: If testing is required by the Chief Steward or by protest, Vintage classified cars participating in the Vintage Run Group may meet fuel specifications as defined in GCR 17.4.1 for SS, T and IT classifications. This allows cars running in Vintage Classes to use unleaded pump gas if they so choose.

10. OTHER ISSUES: Cars that are upgraded to current level racing specifications may not be considered in the spirit of the Vintage group and may therefore be excluded. It is expected that individual situations will arise at various events (i.e. a second driver using a car that might otherwise be excluded). Determination of car or driver eligibility or appropriateness for participation shall be at the sole discretion of the event Chief Steward with advice of the NORPAC Vintage Series Chief Steward or Vintage Series Committee.

All Vintage races shall begin with a split start between formula/sports racing and production car groups. The lead group will be determined by the event Chief Steward or the Vintage Series Chief Steward as appropriate.