

## 2009 NORTHWEST REGION VINTAGE SUPPLEMENTARY REGULATIONS

**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.

These Supplementary Regulations lay out car preparation standards as well as driver conduct standards and are considered part of the Northwest Region Entry Form as required for including Vintage/Historic cars in SCCA programs per General Competition Rules (GCR) Section 3.1.8.

Vintage run group(s) are conducted according to the Supplementary Regulations, the Vintage Supplementary Regulations and the SCCA General Competition Rules. The only exceptions to compliance with the GCR and its provisions are contained in these Supplementary Regulations and relate to, (1) acceptable racing licenses for drivers and (2) car preparation allowances as allowed per GCR 3.1.8. D., referring to the Chief Steward setting the standards for car preparation. Section 7 in these Vintage Supplementary Regulations provides the specifics on car preparation.

It is the general policy of Northwest Region to recognize cars built 25 years ago and earlier in the Vintage Racing Group.

**2. DRIVER ELIGIBILITY:** Drivers must be current SCCA members. Acceptable licenses for individuals participating in Northwest Region events are listed in GCR 3.1.8. The SCCA Road Racing Board defines requirements for an SCCA Vintage competition license. The following licenses are accepted for participation in the Northwest Region Vintage run group.

- BMW Car Club of America (BMWCCA)
- Classic Sports Racing Group (CSRG)
- Confederation of Autosport Car Clubs (CACC) (*Competition*)
- FIA (*issued by any sanctioning body*)
- Historic Sportscar Racing Group (HSR)
- International Conference of Sports Car Clubs (ICSCC)
- IMSA
- Midwestern Council of Sports Car Clubs (MSCC) (*full*)
- NASA (*Competition License*)
- Ontario Region (CASC) (*Regional*)
- Porsche Club of America (PCA) (*Full Competition*)
- SCCA Pro Racing
- Society of Vintage Racing Enthusiasts (SOVREN)
- Sportscar Vintage Racing Assoc. (SVRA)
- Vintage Auto Racing Assoc. (VARA)
- Vintage Motorsports Council (VMC)
- Waterford Hills Road Racing Club (Full)
- West Canada Motorsport Assoc (Amateur)

**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. Drivers of slower cars are reminded to watch their mirrors and allow faster cars room to pass (both on the straights and in the corners). See Section 6.8 "Rules of the Road" in the GCR.

**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 referral to the Stewards of the Meet (SOM) with possibility of probation or suspension of driving privileges at the discretion of the event Chief Steward. The event Chief Steward may rely on advice from the NORPAC Vintage Series Chief Steward and/or the Region's Vintage Committee.

**5. CAR ELIGIBILITY:** Generally, cars built in 1984 or earlier that have been prepared to, restored to or preserved in vintage/historic racing condition as far as possible. Examples include 1984 or earlier cars with racing history and 1984 or earlier production cars restored to, prepared to, or converted for, racing to these Vintage Supplementary Regulations and specifications. Safety improvements are encouraged (see car preparation requirements section 7). Continuation model years later than 1984 may also be accepted in vintage (e.g. a 1986 Corvette is basically the same as the 1984 model)

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 Committee. Logbooks from vintage organizations listed in Section 2 will be accepted for vintage classes only.

Cars accepted for vintage group participation may not qualify for regular SCCA regional or national run groups. Cars prepared and presented for Vintage Classes and not eligible for regular SCCA classes shall be issued a special Vintage Log Book (this may be a regular SCCA log book stamped or marked to indicate acceptance in **only** the Vintage Run Group).

#### **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)

Production cars that are substantially faster than the majority of other cars in their class may be asked to move into the next class. The decision to move a car shall be at the discretion of the Event Chief Steward with advice from the NORPAC Vintage Series Chief Steward or Vintage Committee.

**7. CAR PREPARATION:** All cars participating in the regional Vintage group must, as a minimum, meet the roll bar and driver restraint requirements as described in the SCCA Vintage/Historic Competition Rulebook, publication #5684 dated March 2005. See Appendices Y, and Z with the following notes: Minimum roll bar requirements are presented on pages 27 through 33 of Appendix Z in that publication (roll cages, though strongly recommended are not required); fuel cells are also strongly recommended for all cars and may be required starting in 2010.

Minimum requirements for driver restraint systems are presented on pages 12 through 17 as described in the SCCA Vintage/Historic Competition Rulebook, publication #5684 dated March 2005 (five and six point restraints are specified.) Driver restraint systems should be replaced according to the time set out in the current GCR. Driver window safety net **or arm restraints** are required in closed cars. Open cars require driver arm restraints.

Page numbers listed from the Vintage GCR relate to the 1972 GCR requirements.

**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). All cars participating in vintage production classes (VP1, VP2, VP3) shall use DOT molded tread tires. Formula and Sports Racing (VFSR) cars may use slicks. If there is a specified slick tire available for the Formula or Sports Racing cars that may run in other groups (e.g. Formula Ford or Club Ford) those cars should run the "spec" tire. A waiver for the use of slicks by any car may be granted with the approval of event Chief Steward as advised by the NORPAC Vintage Chief Steward or Vintage Committee (a log book notation of the 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 treaded 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:** Vintage classified cars participating in the Vintage Run Group shall meet fuel specifications as defined in GCR 9.3.25 for SS, T and IT classifications. This allows cars running in Vintage Classes to use unleaded pump gas if they so choose. Leaded racing fuel is also acceptable. Cars running in **only** Vintage Classes do not require a fuel port. However, fuel used in any vintage class car may still be tested.

**10. SPLIT START:** 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. It is recommended that the pace car pace the second group.

**11. 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. Drivers whose driving or other actions are observed to not be in the spirit of the vintage group as determined by the Event Chief Steward, with advice from the NORPAC Vintage Series Chief Steward or members of the Vintage Committee may be excluded from the run group (see section 3). 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 Committee. It is expected that individual situations will arise at various events (i.e. a second driver using a car that might otherwise be excluded). and final participation decisions will be determined by the Event Chief Steward with advice from the NORPAC Vintage Series Chief Steward or members of the Vintage Committee.

**12. PENALTIES:** Penalties will be in accordance with the current GCR.

**14. AWARDS:** No trophies for finishing positions will be awarded. All finishers will be awarded an event flag. This is Vintage Racing and not real car-to-car competition racing. If real competition is what you desire, there are other venues within SCCA.

### **15 QUALIFYING RACES**

If there is a Qualifying Race then it will be run as a regular Race. Grid positions will be determined by a preceding Qualifying session. (This will require labeling the "Practice" session for these groups as a P/Q.) There will be a pace lap. The following Race grid will be determined from the fastest Qualifying Race lap time. Qualifying races will not count toward NorPac Vintage Series Points and not be awarded event flags.