

2011 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 3.1.9.

Vintage run group(s) are conducted according to the Event 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 3.1.9.C. Section 7 in these Vintage Supplementary Regulations provides the specifics on car preparation.

It is the general policy of Oregon Region to recognize cars originally manufactured 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 3.1.9 The SCCA Road Racing Board defines requirements for an SCCA Vintage competition license. The following licenses are also accepted for participation in the Northwest Region Vintage run group.

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| BMW Car Club of America (BMWCCA) | Sportscar Vintage Racing Assoc. (SVRA) |
| Classic Sports Racing Group (CSRG) | Vintage Auto Racing Assoc. (VARA) |
| Corinthian Vintage Auto Racing (CVAR) | Vintage Auto Racing Assoc. of Canada (VARAC) |
| Historic Motor Sports Assoc. (HMSA) | Vintage Driver's Club of America (VDCA) |
| Historic Sportscar Racing Group (HSR) | Vintage Motorsports Council (VMC) |
| International Conference of Sports Car Clubs (ICSCC) | Vintage Racing/British Columbia (VRCBC) |
| Porsche Club of America (PCA) | Vintage Sports Car Club of America (VSCCA) |
| Rocky Mountain Vintage Racing (RMVR) | Vintage Sportscar Driver's Association (VSDA) |
| Society of Vintage Racing Enthusiasts (SOVREN) | 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. 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 6.11 "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 FOR VINTAGE CLASSES:** Generally, cars originally manufactured in 1986 or earlier that have been prepared to, restored to or preserved in vintage/historic racing condition as far as possible. Examples include 1986 or earlier cars with racing history and 1986 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 1986 may also be accepted in vintage (e.g. a 1987 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 Northwest Region 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 Vintage cars must conform to Appendix Z of the SCCA Vintage Competition Rulebook (VCR), publication #5684 dated March 2005. Roll cages as defined in Appendix Z (pages 18 – 26) of the current VCR are required in all production cars considered model year 1973 or later. There is no requirement for cars from model year 1972 or earlier to have roll cages; however, members are encouraged to install roll cages in such cars where satisfactory installation can be achieved. At a minimum, roll bars are required for production cars from model year 1972 or earlier. Where allowed, roll bars must conform to Appendix Z of the current VCR (pages 27 -31).

Driver restraint systems must meet current GCR requirements. Driver window safety net or arm restraints are required in closed cars. Open cars require arm restraints.

Page numbers listed from the Vintage GCR relate to the 1972 Vintage 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 the 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 the event Chief Steward as advised by the NORPAC Vintage Series 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 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 9.3.26. 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 should begin with a split start between formula/sports racing and production car groups unless the event Chief Steward or their designee determines the composition of the run group makes a split start unnecessary. The lead group will be determined by the event Chief Steward or their designee as appropriate. It is recommended that the pace car pace the second group if only one pace car is available.

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 who's 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. POINTS:

- Three (3) points for entering
(If the entry is withdrawn and fees refunded, no points will be awarded.)
- One (1) point for posting a qualifying time
- One (1) point for every lap completed during the race
- Four (4) points for first through fifth place finishing positions (in class)
- Two (2) points for sixth through tenth place finishing positions (in class)
- One (1) point for eleventh through fifteenth finishing positions (in class)

A. The NWR Vintage Championship shall consist of six races; 2 at Bremerton Motorsports Park, 2 at Pacific Raceways, and 2 Oregon events of your choosing. To be eligible for the championship you must compete in at least five of the six races. This means you will need to compete in at least three of the four NWR races. There will be no substitutions allowed.

1) Results from your chosen Oregon races must be to the pointskeeper no later than October 15, 2011. Each event has a separate sanction number. Corrections to the scores posted on the NWR website must be submitted to the NWR Pointskeeper by November 15, 2011.

B. To qualify for a NWR Vintage award, the following conditions must be met.

- 1) Drivers must be members of Northwest Region during the racing season and prior to accruing points (dual membership satisfies this requirement)
- 2) Drivers MUST compete in at least one of the two days at Bremerton to collect points at the other events.
- 3) Drivers must compete in 5 of 6 NWR Vintage events conducted in the same class. All regional races will be used for the championship.
- 4) Northwest Region decals must be displayed on each side of the car as directed by Tech.

13. PENALTIES: Penalties will be in accordance with the current GCR and include but are not limited to the potential loss of Northwest Region SCCA Vintage Points.

14. AWARDS:

- 1) No trophies for finishing positions will be awarded but flags maybe available for participants. 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.
- 2) Championship trophies will be presented at the Region's annual banquet to the winners of each class in the group.

15. Vintage Group 2011 Schedule

| <u>Date</u> | <u>Event Type</u> |
|---------------|---|
| April 30-May1 | Double Regional with Sovren/Vintage & Time Trials |
| May 28-30 | Double Rational with Vintage Group |