



2009 RENO REGION 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: Drivers must be current SCCA members. Acceptable licenses for individuals participating in Reno Region events are listed in GCR 3.1.5 & 8. These accepted licenses include.

3.1.5.

BMW Car Club of America (BMWCCA-Full Competition)

FIA (issue by any sanctioning body)

International Conference of Sports Car Clubs (ICSCC-Area Conference)

IMSA

Midwestern Council of Sports Cars MCSCC (Full)

NASA (Full Competition)

Porsche Club of America (PCA-Full Competition)

SCCA Pro Racing

Waterford Hills Road Racing Club (Full)

Western Canadian Motorsport Assoc (Amateur)

Ontario Region CASC (Regional)

Confederation of Autosport Car Clubs (CACC-Competition)

Sportscar Vintage Racing Assoc. (SVRA)

Historic Sportscar Racing (HSR)

Vintage Motorsports Council (VMC)

3.1.8.

Society of Vintage Racing Enthusiasts (SOVREN)

Classic Sports Racing Group (CSRG)

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. 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).

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 and with the possibility of 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.

5. CAR ELIGIBILITY FOR VINTAGE CLASSES: Generally, cars built in 1983 or earlier that have been prepared to, restored to or preserved in vintage/historic racing condition as far as possible. Examples include 1983 or earlier cars with racing history and 1983 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 1983 may also be accepted in vintage (e.g. a 1984 Mazda RX7 is basically the same as the 1979 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 Series Committee. Logbooks from vintage organizations listed in Section 2 will be accepted for Reno Region vintage classes only.

Cars accepted for vintage group participation may or 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 may 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 another class. The decision to move a car shall be at the discretion of the Event Chief Steward with the advice of the NORPAC Vintage Series Chief Steward or NORPAC Vintage Series Committee.

7. CAR PREPARATION: All cars participating in the regional vintage group must, at a minimum, meet the roll bar and driver restraint requirements as described in the SCCA Vintage/Historic General Competition Rules & Specifications, 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.

Minimum requirements for driver restraint systems are presented on pages 12 through 17 as described in the SCCA Vintage/Historic General Competition Rules and Specifications, publication #5684 dated March 2005 (five and six point restraints are specified). Driver restraint systems must 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.

The SCCA Vintage and Historic General Competition Rules & Specifications publication # 5684 may be purchased from: Sports Car Club of America, Club Racing Department, PO Box 19400, Topeka KS 66619.

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, and VP3) shall use DOT molded tread tires. Formula and Sports Racing (VF SR) 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 one race 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 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 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: If testing is required by the Chief Steward or by protest, 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 **only** in Vintage Classes do not require a fuel port. However, fuel used in any vintage class may still be tested.

10. SPLIT START: The Vintage race may contain both Production and Formula/Sports Racing cars. If this occurs, the race will 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 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 whose driving or other actions are observed to not be in the spirit of the vintage group as determined by the Event Chief Steward, the NORPAC Vintage Series Chief Steward or members of the NORPAC 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 NORPAC 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 main race

Four (4) points for first through fifth place finishing positions

Two (2) points for sixth through tenth place finishing positions

One (1) point for eleventh through fifteenth finishing positions

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

14. AWARDS:

- 1) 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.
- 2) NORPAC Championship trophies will be presented at the end of the 2009 season at a time and place to be determined by the NORPAC Vintage Committee.