

SCCA

CENTRAL FLORIDA & FLORIDA REGIONS

VINTAGE COMPETITION VEHICLE PREP RULES – Aug 2017

VEHICLE ELIGIBILITY:

1. All production based cars manufactured through 1989, but prepared either to Production Class specs thru 1972 or Improved Touring specs thru 1989
2. Sports Racers manufactured through 1972
3. Formula cars manufactured through 1972, except as follows:
 - Club Ford as defined by SCCA SE Division rules
 - FV must meet rules published by Monoposto.com

DRIVERS LICENSING: As specified in the events listed supplemental regulations or an SCCA member with VMC member club license.

DUAL ELIGIBLE CARS: Cars eligible for both vintage racing and some other class are allowed. However, the car must conform to ALL Vintage regulations and the driver racing in the Vintage class must be approved by the Vintage driver representatives.

OTHER SAFETY EQUIPMENT: Many other topics such as driver restraints, driver's gear, window nets, arm restraints, fuel cells, etc, are no longer listed here as they are adequately covered in the SCCA General Competition Rules (GCR). The GCR is available on line to both SCCA members and the general public. Listed here are topics either not satisfactorily covered for vintage cars or for which our rules are different.

ROLL BARS: Per Appendix Z of the vintage Competition Rules. Minimum requirements consist of a Main Hoop and one or two rearward support tubes. Subject to the approval of Tech inspection, tubing size per current GCR. Roll cages are allowed and encouraged..

FIRE EXTINGUISHERS: All cars must be equipped with a dry chemical fire extinguisher of at least 2 lbs securely mounted in the cockpit or an onboard fire system per current GCR.

BODY: No modifications from original, such as contemporary flares, spoilers or air dams are permitted. The use of substitute materials such as aluminum or fiberglass in the place of steel solely for the purpose of vehicle weight reduction is not allowed, unless car was originally homologated with such items. Advertising is permitted if it is discreet and does not detract from the appearance of the car. Such lettering or graphics will not exceed 100 square inches per side, 200 square inches total. Historically significant markings are encouraged, preferred, and exempt from the 200 square inch rules.

WHEELS: Cars must run on wheels of the same size as were made available from the manufacturer at the time. Reference is made to rim width, diameter and offset as specified in the manufacturer's homologation statement. A rim width of up to +1 ½" wider may be used for safety purposes. Wheel diameter may also vary 1" in either direction to accommodate tire availability.

TIRES: Full treaded racing tires or DOT radials with a minimum of 2/32 tread depth and a minimum marked aspect ratio of 45. Slicks or any of the types with only circumferential grooves, tread depth indicators, and other cheater slicks are not allowed. Sports racers and formula cars may run on slicks only if they had done so prior to 1972. FF, CF and FV must use treaded tires. It is recommended to reference tire rules published by www.svra.com for the current year of your car.

ENGINE: The entrant must certify the correct engine displacement. The entrant shall have the option of fitting any substitute engine providing that size/type engine was used during that specific vehicle's competition history and during the dates of the car's vintage eligibility. In the spirit of historic preservation and fair play, participants will assume responsibility for keeping their equipment as close to original as possible.

IGNITION: Ignition system must be the original type as raced. MSD-type systems may be used in place of original CD boxes, but distributor-type systems must remain in place. Crank-fire ignition systems are specifically disallowed.

SUSPENSION: All steering and suspension components will be properly fitted with no excessive wear or play. The system of suspension (spring type and number) must not be altered nor shall additional location or springing devices be added unless a factory option. No coil-overs unless the car was homologated or originally fitted with such shocks. Tube type shocks may be substituted for lever action type. Sway bars and bushings are free.

TOWING EYES: Per current GCR.

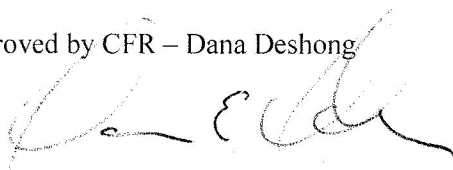
BRAKES: Braking system must be per the year of homologation for the vehicle mode. Dual master cylinders may be used for safety purposes. Disc brakes are permitted when it can be shown they were available as a regular production option during the year of homologation. Brakes must be original size and manufacture as raced.

MODIFICATIONS: Any modification to engine, body, suspension or brakes updates the vehicle eligibility date to the year that modification was available for that specific vehicle and could make the vehicle ineligible for vintage competition.

GENERAL:

- A securely fastened catch tank with a minimum capacity of 1 qt. each is required for both engine and radiator. (if used).
- Each carburetor must have its own throttle return spring in addition to the single linkage spring.
- Under trays must have drain holes
- Wheels must be free of cracks and faults.
- Wire wheels: Spokes must be properly tensioned with no broken or missing spokes.
- No oil, fuel, water or fluid leaks of any kind will be tolerated.
- All cars must be fitted with at least one brake light in working order. Formula cars excepted.
- All fuel filler caps must be securely fastened so as not to open on impact. Monza type (quick release) caps must be wired shut.
- Batteries must be securely held down. Those located in the cockpit must be covered or have leak proof caps. All terminals will be adequately protected from electrical shorts.
- Cars must be presented in a neat and finished condition. Engine compartment, suspension, chassis and driveline must be clean enough to facilitate inspection. Cables, wires and hoses must be taped or otherwise secured to prevent chafing, etc.
- All cars must display legible numbers and SCCA decals on both sides of the vehicle.
- SCCA "wire Wheel" decal is acceptable in Vintage.
- All cars must use a working AMB transponder. Failure to do so will result in no lap times or lap counts being taken or scored.

Approved by CFR – Dana Deshong



Approved by Florida Region – Mike Finn

