

VINTAGE COMPETITION RULES 2008

Central Florida Region, SCCA

VEHICLE ELIGIBILITY: All cars manufactured through 1972.

DRIVERS LICENSING: All valid SCCA Regional, National or Vintage licenses are approved.

DUAL ELIGIBLE CARS: Cars eligible for both vintage racing and some other class are highly discouraged, however, if allowed the car must strongly conform to ALL vintage regulations. Dual class entry will not be allowed in the same weekend.

ROLL BARS: Per the current Vintage Competition Rules, Appendix Z. Minimum requirements consist of a Main Hoop and one or two rearward support tubes. Subject to the approval of Tech inspection. Tubing size is per current GCR. Current Production roll cages are allowed in this class.

HEAD RESTRAINT: Per G.C.R. 9.3.40. Required on all cars. Minimum 1" padding, minimum area of 36 sq. Inches.

DRIVERS RESTRAINT SYSTEM: Per G.C.R. 9.3.18. A five (5) point system for drivers seated upright, six (6) point system for drivers seated semi-reclining. Only separate shoulder straps are permitted. (No "Y" type shoulder straps). All drivers restraint systems shall meet SFI specifications and bear a date "SFI spec 16.1 label" or comply with FIA specs #8853/1985 including amendment 1/92. No more than two (2) years old (SFI-rated) or five (5) years old (FIA-rated).

DRIVERS GEAR: Per current G.C.R.

WINDOW NETS: Per G.C.R. 9.3.29. Driver side window nets on all closed cars. All nets shall meet SFI specifications 27.1 and shall bear a label to that effect. Window nets shall be equipped with a quick release device. Arm restraints are required on all open cars, and may be used in closed cars to replace the window nets.

FUEL CELLS: Per G.C.R. 9.3.26: Positive locking cap, vented outside the car, complying with FIA FT3 specifications. Metal bulkhead between driver's compartment and fuel cell.

FIRE EXTINGUISHERS: G.C.R. 9.3.22: All cars must be equipped with a dry chemical fire extinguisher of at least 2 lbs. securely mounted in the cockpit or an onboard Halon-type fire system, which is strongly recommended.

MASTER KILL SWITCH: All cars must have a master cut-off switch that is clearly marked, per G.C.R. 9.3.33.

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 the car was originally homologated with such items. Advertising is permitted if it is discreet and does not distract 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 appearance and size as were made available from the manufacturer at the time of manufacture. 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 than homologated is allowed for safety purposes. A wheel diameter may also vary 1" in either direction to accommodate tire availability.

TIRES: Tires must approximate as closely as possible the original size homologated for the car. All tires must have a molded tread pattern with a minimum tread depth of 1/16". No slicks will be allowed except where originally used in that car's class (FIA and Can-Am). Radial tires of 50 series or taller, and appropriately rated, may be used.

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

in that car during the vehicles pre-1973 competition history. 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-over suspension may be substituted for lever action type. Sway bars and bushings are free.

TOWING EYES: Recommended all cars have a towing eye, both front and rear.

BRAKES: Braking system must be per the year of homologation for the vehicle model. Dual master cylinders may be used for safety purposes. Disk 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 the specific vehicle.

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.
- A firewall must be provided between the cockpit, engine and fuel tank (except when a fuel cell is fitted). Selected Formula cars are excepted.
- Undertrays 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 fastened down. Those located in the cockpit must be covered or have leak proof caps. All terminals will be adequately protected from the possibility of 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 have a properly operating AMB transponder securely affixed.

SCCA Vintage Competition Rulebook as revised 1987, 1988, 1989, 1995

SCCA G.C.R. as amended by FASTRACK

Revised January 2008