

2020 VSCDA Sprite Midget Race Series Rules and Regulations

(Revision 9//23/2020)

I. Objective:

Increase numbers for Racing Spridgets @ VSCDA Events by having:

- A. More cars, **which**, will allow more wheel to wheel racing **safely** within Spridget Classes (with classes for various levels of preparation).
- B. Continued tradition established by Thickos through camaraderie and group get together (cook out lunch Saturday and Sunday, British Pub Saturday evening along with technical and moral support through group).
- C. Series Points developed from Earlier Vintage Vee model. **Including** durability (laps completed) from 1st Sprint Race, Fastest time from 1st Qualification Race and Position for Spridget Race in a best 2 out of 3 race weekends identified in series.
- D. To embrace vintage sports car racing philosophy and etiquette of VSCDA's Driver Policy with an emphasis on Safety.
- E. Encourage street Austin Healeys & MGs as spectators by offering special parking near our Spridget Compound inviting them to join in the fun and encourage track touring session and assisting as crew.

Note: Revisions to this document will be highlighted in **yellow** so changes from previous documents can be seen more easily. Date of revision will be listed at top of document.

II. 2021 VSCDA Sprite Midget Point Races :

- A. Gingerman April 30 – May 3, 2021 (April 29 & 30 Driver School) (May 1&2 Race Sessions)
- B. Blackhawk Farms June 18-20, 2021
- C. Grattan Grand Finale August 13-15, 2021

III. Racing Classes per VSCDA / SCCA (1968 & 1972 Classifications Guidelines for Points and Awards)

Revamp with 1972 GCR / PCS Focus:

Our intent is to have anyone interested in racing a Vintage Spridget to join us. This is a double edge sword since an individual may have their own personal opinion of why they

think they should or should not be in a certain class. Vintage Racing has many clubs throughout the US and Canada that have different criteria than ours. We have 3 levels within 3 classes that should allow anyone interested in racing to have a place to compete with other similar prepared racing Spridgets. We recognize that everyone has an opinion of what is fair, based on their logic. We have tried to make that more defined by 1972 SCCA GCR Specifications detailed, which is a VSCDA requirement as well. We would like to encourage using the proper designation on your car when you register.

SMRS 1972 SCCA GCR / PCS Highlight of Requirements

(SBM revised 2/9/21)

- I. Background: VSCDA defines Regulations for Group 2 cars like our Sprites and Midgets from the VSCDA Website and **updated 2/2020** titled TECHNICAL REQUIREMENTS FOR RACE CARS:
 - A. VSCDA - SCCA 1967 General Competition Rules Appendix A/Article 1. Production Category Sports Cars (w/PCS sheets) and after review, 1972 and prior cars homologated to similar regulations published by FIA and some other sanctioning bodies.
- II. Objective: Now that we have a copy of SCCA's 1972 GCR /PCS rev 1/73 we actually have facts on what was required then vs what we heard or thought. This document is available to anyone that would like an electronic copy. The goal for this document is to highlight requirements as of 1972 GCR that would impact Square Body Sprites and Midgets on common areas of misunderstanding. **For the sake of commonality and consensus within our group Mk1 Bug Eyes will also follow 1972 GCR requirements, which is consistent with VSCDA requirements.**
- III. 1972 SCCA GCR Highlights (the following highlights are for those wanting to run in ERA Correct 2E Bug Eye or 2D Square Body class). Comments are in () for clarification:
 - a. Exterior:
 - i. Grills may not be removed
 - ii. Instrument panel (maybe altered if weight is not reduced see GCR)
 - iii. Interior trim – Removal of interior trim except door panels
 - iv. Seats – Driver seat maybe replaced. Passenger seat maybe removed.
 - v. Front signal light, lenses, bulbs must be removed and opening can be used of venting brakes with maximum ¼ in wire mesh
 - vi. Headlight openings must be covered if not used for ducting air and must be metal, fiberglass etc.
 - vii. Spoilers are permissible, but minimal (see additional details 1972 GCR)
 - viii. Fenders maybe altered only to provide for tire clearance, provided that the fender opening profile, viewed from the side of the automobile is not changed.
 - ix. Safety fuel tanks must be place close to original position.
 - b. Tires, Wheels, Suspension:
 - i. Wheels maybe 1.5 inches wider than specified. Wheels may not exceed +/- 2 inches track dimension. Center lock wheels and hubs is permitted within this track restriction (wire wheel condition). (squared bodied

cars in the later years had 4.5 inch wide rims so up to 6 inch wide rim is possible)

- c. Interior:
 - i. Battery – make or sized of battery provided its voltage and location remains unchanged
 - ii. Generator / Alternator – Standard maybe replaced with generator or alternator of different make or size as long as location and drive are the same.
- d. Engine and Drivetrain:
 - i. Velocity stack and or cold air box maybe used
 - ii. Transmission / Rear Axle – ratios as specified by SCCA (PCS) Straight Cut Close Ratio accepted

IV. 1972 SCCA PCS Highlights:

SCCA Car Classification	HP 948cc Spridgets (VSCDA2E)	GP 1098cc Spridgets	FP 1275cc Spridgets (VSCDA2D)
Carburation	2 X 1.25 SU	2 X 1.25 SU	2 X 1.25 SU
Front Brakes	8.2 inch Solid Disc	8.2 inch Solid Disc	8.2 inch Solid Disc
Rear Brakes	7 inch Drum	7 inch Drum	7 inch Drum

Additional details available upon request through scanned copies of 1972 SCCA GCR/PCS

- V. VSCDA Other comments on VSCDA regulations that are additional changes:
 - a. Page 6 VSCDA “Maximum overbore 0.060”, standard stroke”
 - b. Page 6 VSCDA “Weight on PCS, minus 5% tolerance”
 - c. Page 8 VSCDA “Roller rockers are permitted”
 - d. Page 9 VSCDA “Electronic ignitions triggered from the distributor are allowed. The make of the distributor is free, provided installation does not require any modifications to the engine. Crankshaft triggering is specifically prohibited.”

VI. Mod 1 & Mod 2 Specifications:

- a. If you do not comply with 1972 SCCA GCR and or PCS than you are not in 2E or 2D classification and will be placed in Mod 1 or 2 classification.
- b. I was not able to transfer the Mod 1 & 2 section into this document (please see that VSCDA chart on Page 7 under Group 2 MOD Preparation.

Prepared by Stan Mason and approved by (Buzz Merchlewitz, Thad Evans, John Deikis and Doug Bruce). A check off list is also available from Stan Mason for assisting with classifying your car by yourself.

VSCDA Sprite / Midget Minimum Weight Requirement (all fluids and without gas) (Reference 6.25 lbs per gallon of gasoline at 72 degrees F)			
Classification	Car	Minimum Weight (lbs)	
2E (Era Correct)	Bug Eye Only	95% of 1408= 1338	
2D (Era Correct)	Square Body Only	95% of 1478 = 1404	
2M1	Bug Eye Only	90% of 1408 = 1267	
2M1	Square Body Only	90% of 1478 = 1330	
2M2	Bug Eye Only	85% of 1408 = 1197	
2M2	Square Body Only	85% of 1478 = 1256	
2UP/2OP	Special Body Spridgets	No limit	

Overall macro summary of differences in classifications for guidelines:

Sprite Mk1 (Bug Eye)	Sprite Mk 2-5 / Midget Mk 1-4 (Square Body)
2E = VSCDA ERA Correct Production Sports Car, 1972 SCCA GCR/PCS (948 Block, <1000cc, interior trim can be removed except for door panels, lever shocks, 2x1.25 SU Carbs, generator or alternator. Curb weight >1338	2D = VSCDA ERA Correct Production Sports Car, 1972 SCCA GCR/PCS (1100 – 1275cc Block, <1326cc, interior trim can be removed except for door panels, lever shocks, 2x1.25 SU Carbs, generator or alternator. Curb weight >1404
2M1 = Steel body car, 1275 block, <1326cc, Weber or other non-stock carb, stock brakes, rear tube shocks only >1267 curb weight	2M1 = Steel body car, 1275 block, <1326cc, Weber or other non-stock carb, stock brakes, rear tube shocks only, >1330 curb weight
2M2 = Same as 2M1 including any fiberglass body parts, rear disc brakes, tubular shocks, alloy head, A-Arm shock support >1197 curb weight	2M2 = Same as 2M1 including any fiberglass body parts, rear disc brakes, Tubular shocks, alloy head, A-Arm shock support >1256 curb weight
GT / Prototype	GT / Prototype
2UP = GT / Prototype Class including Speedwell, WSM (Period Fiberglass Bodies) with <1100cc Engine, rear disc brakes with 2E similarity.	2UP = GT / Prototype Class including Speedwell, WSM, Arkley (Period Fiberglass Bodies) with <1100cc Engine, rear disc brakes with 2D similarity.
2OP = Same as 2UP with 1275cc Block, <1383cc Engine	2OP = Same as 2UP with 1275cc Block, <1383cc Engine

IV. Race Series Points awarded from accumulation of 2 of the 3 designated races of Gingerman, Black Hawk Farms and Grattan.

- A. **1st Sprint Race (Durability Points per class)** represent 1/3 of total points during race weekend. The First Sprint Race is usually held on Saturday (maximum 8 points). If a racer completes less than the most completed laps available by a similar class racer the results will be based on a percentage of that 8 points

- rounded up) these points reward endurance. If the class session has less than 8 laps and a competitor completed all laps available they will be awarded 8 points.
- B. 1st Qualification (Fastest Time per class):** Points are awarded per C below except based on fastest time.
 - C. Sprite Midget Exclusive Race (Finishing Position per class):** Points are awarded based on finishing position. First (8 points), Second (7), Third (6), Fourth (5), Fifth (4), Sixth (3), Seventh (2) & All other finishers (1).
 - D.** A racer can accumulate up to 16 points for Qualification and Sprint Race along with additional points for the Feature Race or Exclusive Sprite Midget Race. The maximum points awarded per race weekend would be 24. The maximum accumulated in the best 2 out of 3 series would be 48 points.
 - E.** A driver will not receive points for a session in which they were involved in an on track incident resulting in a disciplinary action from the VSCDA Drivers Committee.
 - F.** If a driver enters all 3 eligible race weekends he or she can throw out the worst weekend, which will allow any mechanical or other issues to be discounted. Final results will be tallied from the 2 weekends with the most accumulated points unless otherwise contacted.
 - G.** An overall winner will be selected regardless of class based on most total accumulated points. If more than one racer has highest points accumulated it will be considered an overall winner tie.
 - H.** Awards will be presented at Grattan per the above Class Categories at the end of the last Group 2 race.
 - I.** These awards are in the spirit of Vintage Sports Car Philosophy recognizing fun and durability by completing the most laps per race weekend contributing 1/3 of total available.

V. Race Series Special Awards (these awards will be determined by drivers and crew and awarded with end of season awards):

A. Gary Kropf Spirit Award for Vintage Spridgets (Traveling Large Piston Award). Criteria:

1. Fast, safe, courteous driver, (promotes the “vintage spirit”)
2. Assists others within the paddock – repairs, parts, advice. Willing to jump into help and assist other Spridget make the next session.
3. Quick to organize group activity – brats for lunch “all pork weekend”, watching other group races, from the best vantage points, coordinating seating at dinner, etc.
4. Volunteers with the VSCDA on committees, and sub-committees
5. History of award: 2015 John Salisbury, 2016 John Salisbury/Jim Donato, 2017 Ron Soave, Don Kelly & Stan Mason, 2018 Gary Kropf, John Salisbury & Charlie Hall. 2019 Doug Bruce. 2020 no award.

B. Jim Donato Sprite Midget Race Series Most Respected Driver Award (Traveling Steering Wheel in a display case Award) Criteria:

1. Predictable / Trusted (uses mirrors, points faster cars by, passes safely and allows others room to pass and is always a defensive driver (over

winning at all cost), stays on racing line except when car failures would leave fluids on track or safety is a concern)

2. Objective: Listens to others and approaches other drivers that they may have an issue with **in an open and fair way**. Can sit down with any driver and feel comfortable that they did the right thing when on the track.
3. Observant: Looks forward to observe incidents and flag stations, inspects car between sessions for safety to avoid causing accidents to others on track.
4. Respectful: Avoids Red Mist, which is identified as an emotional win at all costs attitude and maintains Vintage Spirit Philosophy.
5. History of award : 2016 Jim Donato, 2017 Mal Fay, 2018 Ashley Burrell, 2019 Buzz Merchlewitz. 2020 no award.

VI. Abbreviations and clarifications:

GCR = SCCA General Competition Rules

PCS = SCCA Production Car Specifications

ERA Correct = 1972 SCCA GCR for Group 2 Production Sports Car Class (**Bug Eye & Square Body**). **Up until this time we have only had 1275 engines for Square Bodies.**

Other considerations will be made if 1098 or later 1500cc race cars join us.

M1= Modification Preparation (This class is for Spridgets more slightly modified beyond ERA correct including all Bug Eyes over 1098cc and or additional weight reductions of 10%)

M2= Modification Preparation (This identifies Spridgets more highly modified beyond M1 with more recent SCCA raced cars and or additional weight reduction of 15%)

VII. Misc:

This document is a “Work In Progress” and can be expected to change in the future based on understanding other Vintage Group requirements and our own consensus of what seems reasonable among our group. We are open to any thoughts of how to improve this fun Vintage Spridget Racing series. This series is for fun on and off the track. There is a class for every level of preparation. Please contact Stan Mason =

StanBMason@AOL.com. This is open to anyone interested in Vintage Racing a Spridget with us and of course it includes our typical joint cookout for all attendees usually Saturday and Saturday Lunch.

VIII. VSCDA Sprite Midget Race Series

I will post results, updates, photos and revisions to rules through our e-mail distribution list if I have your e-mail address. If you have friends that would be interested in being updated on this race series please let me know their E-Mail Address. VSCDA continues to do a great job promoting our series through their advertisements and exclusive races through Vintage Sports Car Publications.

- A. Sprite Midget Race Series Sticker (provided by Cana and Colin Comer) and Class Letters are available for \$10, Jeff Carloss has Series Posters for \$10, which all go to help support the series. We will have these items available at Gingerman, Blackhawk and Grattan for anyone that is interested.
- B. We have a sponsor for 2021 and are always interested in anyone that would like to fully or partially support our Series.

If you would like to be more involved in our group and would like to have a special project or position please let me know. This group will only continue to be successful if we have others that are willing to contribute and lead.

Thank you for your interest, support and participation, corrections and suggestions are always welcomed!

Stan Mason