



Technical Requirements for Race Cars

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1. Technical Requirements for Race Cars

- a. VSCDA vintage racing involves historic and vintage competition vehicles from many different forms of road racing worldwide and almost the entire century of the sport. Since it is challenging to standardize all aspects of car preparation, the following guidelines have evolved to ensure basic safety and vehicle integrity.
 - i. Cars must be presented in a neat and finished condition.
 - ii. Cars shall be prepared according to relevant SCCA or FIA General Competition Rules (GCR's) in effect up to 5 years after the date of the car's manufacture, but no later than December 31, 1972, except for Groups 5 & 7.
 1. Modifications beyond the era of a car's production, made for other than safety reasons, may result in Group reclassification.
- b. VSCDA offers and encourages the use of an annual technical inspection, valid for one year from the date of issue, providing the car is raced during that season.
 - i. The annual technical inspection covers both the racecar and the driver's safety equipment.
 1. Once the technical inspection has been completed, The logbook will be stamped with the VSCDA Annual Tech stamp.
 - ii. Cars with an annual inspection involved in an incident must be re-teched before being allowed back on the track and have the annual inspection revalidated or use at subsequent events.
 - iii. If the car does not have an annual tech inspection, it must be presented for tech at each VSCDA event.

2. All Vehicles Must Conform to the Following Items

a. Safety

- i. On-board fire extinguishers are mandatory and must be securely fastened inside the cockpit area with a metal quick release within reach of the driver.
 1. The extinguisher must be capable of suppressing a class B fire and be a minimum of a 2-pound system with a charge indicator that validates it in good working order.
 2. A 2 or 3 nozzle fire system is highly recommended.
 3. An "E" label must be on the outside of the vehicle to indicate as close as possible to the location of the activation device. (Monoposto Racing rules require a minimum 2-pound fire system to be installed in groups 4 & 7)
- ii. A master electrical cutoff switch is mandatory.
 1. It must be clearly marked by the "lightning bolt" label and be easily accessible as possible from the outside of the vehicle.
 2. When the switch is in the "off" position, the engine must not continue running.
 3. This switch must interrupt power and/or ground to the ignition system and also interrupt power to the electric fuel pump, if so equipped.
 4. An inertia-style shut-off of the switch to shut off power to either the ignition or electric fuel pump is recommended.
- iii. Fuel cells are mandatory in all race groups, except pre-war
 1. These must be of a type approved by FIA, SCCA, NASCAR, or IMSA.
 2. The cell must be fully enclosed in a metal container with a positive locking cap.
 - a. The cell shall also incorporate foam inside a bladder.
 - b. The cell shall be vented to the atmosphere through a check valve or a vent system to provide leakage protection in the event of a rollover.
 3. The vent shall exit the vehicle outside the driver's compartment and outside the fuel compartment. Fuel cells installed in a factory original tank position must be verifiable upon inspection.
 4. The bottom of the cell shall have a minimum of 6" ground clearance and be above the bottom of both wheel rims nearest the cell so that it will be above ground in the event both of those tires should go flat unless fully enclosed within the bodywork.
 5. In GT Production-type cars, the bladder shall be installed in a container of .036" steel, or .059" aluminum, which entirely surrounds the bladder.
 6. Only Sports Racer and Formula cars, the fuel bladder shall be entirely surrounded by a container (which may also be part of the structure or bodywork of the car) to ensure rigid and secure mounting of the bladder and provide additional protection.
 7. A minimum of .036" steel or .059" aluminum is required for all vehicles.
 8. The use of fuels containing nitro-methane or the use of Nitrous Oxide use is prohibited.
- iv. Race vehicles, except pre-war, must be equipped with roll bars or roll cages sufficient in structure and

height to protect the driver in a rollover situation or a car to a car incident.

1. Roll bars will conform to the SCCA height requirement of a minimum of 2" above the driver's helmet and should have padding in any area that may come in contact with the head.
2. VSCDA recommends more than 2" to anyone constructing or modifying a roll bar since a roll bar on an upside-down car can dig into soft ground when off the pavement.
 - a. This protection is preferably constructed according to the latest SCCA requirements for the car weight and style, but as a minimum, must meet the SCCA vintage rules for the car weight and style.
- v. In groups 2, 3, 5, 6, and 8, it is highly recommended that a window net attached to the roll cage, with positive locating metal fasteners, should be installed in an enclosed car.
 1. If a window net is not installed, the driver must wear arm restraints.
 - a. Arm restraints are mandatory in all open cars.
 - b. Arm restraints are strongly recommended but not required in Group 1.
- vi. Batteries must be securely fastened with a metal hold down.
 1. The hot terminal must be covered to prevent accidental contact with the chassis in the event of rollover or crush damage.
 2. Batteries installed other than the original location should be contained in a marine type box to prevent acid splash in the event of a collision.
 3. All wiring shall be neatly run and secured to the vehicle using wire ties, clamps, etc.
- vii. All forms of fuel delivery systems must have at least 2 visible external throttle springs for the accelerator linkage.
- viii. All cars must be equipped with an FIA, or SFI approved 5-point (minimum) driver restraint system composed of a 2" wide lap belt, anti-submarine strap or straps, and 2-inch wide minimum (3" wide strongly recommended) shoulder harness straps.
 1. The shoulder harness must be individual and attached to the same point.
 - a. A "Y" configuration is prohibited.
 2. All straps must be in excellent condition and securely attached to the frame, roll bar, cage, or reinforced portion of the vehicle structure with a minimum grade 8 bolt.
 - a. It recommends reviewing the installation guide for proper angles and attachments.
 - b. All belts must be SFI rated.
 3. Belts should not be older than 5 years from the date of manufacture.
- ix. A firewall composed of a nonflammable material must separate the driver's compartment from the engine compartment, and another must separate the driver's compartment from the fuel tank.
 1. The preferably metal bulkhead must have no open holes, and all breaches must be plugged.
 2. In Formula cars and Sports Racers, the filler cap and neck are exempt from the bulkhead requirement.
- x. Exhaust must end behind the driver's position so that gasses may not enter the driver's area.
- xi. Towing eyes or hooks are required in the front of all race cars and recommended in the rear, with the exception of open-wheel formula cars and some sports racers.

The addition of safety equipment is encouraged or required as outlined above. However, such equipment should not substantially alter the character, style, or spirit of the car.

b. Equipment

- i. All cars must have mirrors that provide driver visibility to the rear and both sides of the car.
- ii. All cars, except Formula cars (open-wheel), must have two working red brake lights.
- iii. Formula cars must have red running light (rain light) visible to the following cars. Formula cars may also have one red brake light. (Formula cars must conform to Monoposto Racing rules and regulations.)
- iv. Catch tanks are required and shall be installed to receive and contain any possible overflow from engine, radiator, transmission, differential, transaxle, or engine oil supply breathers.
 1. Racecars may use only plain water, a water wetting agent, and a water pump lube in a liquid engine cooling system.
 2. No antifreeze or any other cooling system additive is allowed.
 3. Oil and water catch tanks should be separate and a minimum of one quart each
- v. On-board cameras and mounts must be approved at technical inspection for security and integrity.
 1. Cameras must be encircled with web straps or tie straps to provide additional restraint for the existing screw-in-camera mounting system.
 2. No bungee cords are allowed.
 3. Camera mounting and security will be rechecked on the grid before each session

- vi. Transponders are mandatory in all Groups except Pre-war Group 1.
 - 1. The required transponder is TranX260, as manufactured by AMB, for use in cars. It is a reddish range in color. This is the same transponder being used by SCCA, Midwestern Council, and SVRA. The yellow transponder is for use in go-karts and is not compatible with the systems at the tracks.
- vii. We will accept 2 Snell rating periods effective at the beginning of the racing season.
 - 1. This year, driver's helmets with a 2010 or newer SA rating will be accepted; beginning 2022, 2015 will be required
 - 2. No "M" helmets are allowed. There are no exceptions to this rule.
 - 3. Drivers of open cars must wear goggles or full-face shields. It is highly recommended that everyone wears a full-face shield.
 - 4. Drivers should have their name, age, blood type, and any allergies or special conditions on the back of their helmets.
- viii. All drivers must wear a properly fitted suit and underwear ensemble that consists of 2 or more layers of approved fire protection material.
 - 1. A balaclava is required for all drivers who have either facial hair or long hair.
 - 2. One-piece, three-layer suits are strongly recommended, and all suits must display the appropriate SFI of FIA labels, which allows tech inspectors to verify the suit to be fire retardant. (Monoposto Racing rules require 3 years)
 - 3. Nomex or equivalent socks are required.
 - 4. Driving shoes must have leather uppers, no rubber or nylon allowed.
 - 5. Single-layer Nomex gloves are required.
 - 6. Leather palms are permitted, while additional layers are strongly recommended.
- ix. Head and neck restraint SFI or FIA approved is now required for all groups, except Group 1, where we strongly recommend using an approved head and neck device.

Any equipment worn by the driver on the racecourse must be presented at tech inspection. Signs of damage, breaches, torn seams, tearing, or excessive wear evident on any or all of the above driver's equipment (to the point of rendering such equipment ineffective in driver protection) are sufficient grounds to fail technical inspection.

c. Preparation

- i. Engine must be of manufacture, type, and material (including cylinder head and camshaft position) to the original engine type and specifications.
 - 1. The displacement is required on the car preparation sheet.
 - 2. Modifications affecting power output are limited to those available on any cars before 1973 in the case of Historic Cars.
 - a. Any Modifications beyond these limits may result in a reclassification.
- ii. All steering and suspension components shall be properly fitted with no excessive play or wear and should be of the correct original configuration, with no dragging or loose components.
 - 1. Wood rim steering wheels are not permitted.
 - 2. Pre-war cars or significant vintage cars, for which no suitable alternative steering wheel is available, should be brought to the attention of the Chief of Tech before being presented for technical inspection. Wooden steering wheels are approved for pre-war only if they have metal frame reinforcing.
- iii. All folding tops, folding windshields, sunroofs, removable tops, and T-tops must be securely mounted or removed.
 - 1. All hoods, deck lids, and doors must be securely fastened.
 - a. The use of anybody panel, hood, door fender decklid made from any material other than the original may result in reclassification of groups.
 - i. An example would be the Fiberglass front end on a Bugeye Sprite.
 - 2. Modifications from the original competition configuration are not permitted.
 - 3. Racecars retaining original glass or plastic headlamp and turn signals must have these covered or neatly taped over. Clear tape over brake lights is highly recommended.
 - 4. Original equipment windscreens or windshields must be laminated safety glass construction.
 - a. Strapping of windshield and rear windows are strongly recommended on fixed roof vehicles.
 - 5. Metal, fiberglass, carbon fiber, or any other "hard" tonneau covers are not allowed.

- a. The only exceptions to this rule are covers that incorporate the windshield and come as part of an original race car, such as in “C” and “D” Type Jaguars and Lotus XI LeMans.
 - iv. Wheels should meet original specifications for diameter, width, and offset.
 1. Where original sizes are no longer available, wheels of the same diameter within ½ “of the original width may be substituted.
 2. The maximum wheel size allowed in Group 6 is 15” x 9” with the following exceptions: 1968 through 1972 Corvettes and AC Cobras may use a wheel up to 9 ½” in width.
 3. Any change in construction material must be toward added strength rather than lighter weight. For safety reasons, modern replica wheels are recommended.
 4. Wheel balance weights should be taped over for additional security to retain them.
 - a. It is preferable to have open-type lug nuts so that thread engagement may be seen.
 - i. The threaded portion of the mounting stud should project through the lug nut for verification at a glance.
 - b. If covered or “acorn” style lug nuts are used, you may be asked to remove a lug nut so that the thread engagement can be verified during tech inspection.
 - v. Tires should be as close as possible in size, including tread width, section, and diameter, to the original equipment.
 1. Original racing-type tires are preferred.
 2. The aspect ratio – height divided by width – must be at least 60 for all Vintage cars and at least 50 for all Historic Production-based sports cars.
 3. All production-based racing cars must use tires with full-width molded tread patterns.
 4. Fully treaded original racing tires such as Goodyear Bluestreaks, Dunlop, or Avon racing tires that predate DOT are approved.
 5. All Group 2, 6, and 8 cars must run on full width, molded tread racing tires or suitably speed-rated shaved street tires.
 - a. The following tires are approved in Groups 2, 6, and 8: Avon, Dunlop L. Series, Goodyear Bluestreaks, Goodyear Sports Car Special (G7 & G12A), Goodrich Comp T/A R1 230 Compound Hoosier TDR, Hoosier Vintage TD, Kumho V700, Hoosier Speedsters, Yokohama A008R, A032, A048 and Falken
 - b. Group 6 cars will run on tires of one of the following listed sizes or smaller. P225/60/15, P245/60/15, 26.5x 9.5/15, 27.5x9.0/15, 1.60 x 15, 8.00 x 15.
 - i. Group 6 cars not conforming to these specifications will be moved to the exhibition group, if available, or otherwise may not be allowed to run.
 - c. Hoosier R350 & R3504, Goodyear Eagle GS-CS (R-19), and Goodrich G-Force are not allowed in Groups 2, 6, and 8.
 - d. Any tire not listed above must be submitted for approval and authorized explicitly by the VSCDA chief of tech before the race.
 - e. We are aware many tires are in short supply or no longer available and will be expanding our tire list as availability allows.
 - vi. Competition numbers must be displayed neatly and legibly by timing and scoring on both sides and the front of the vehicle in a color that contrasts with the background.
 1. The assigned number must be displayed on the car at the time it is presented for technical inspection.
 2. If you don’t have the assigned numbers on your car, you will fail the technical inspection and not be issued a tech sticker.
 3. Numbers must be a minimum of 8” high with a minimum stroke of 1 ½ “.
 4. Rear-end or rear deck numbers are highly recommended though not mandatory.
 - vii. The exterior of the car shall be kept as original and have a neat and finished appearance.
 1. Fender flares should be as original if they were allowed in the era.
 2. Commercial advertising is not allowed except for race series sponsorship approved explicitly by the VSCDA Board of Directors.

3. Car Preparation Sheet (CPS)

- a. All cars must have an up-to-date Car Preparation Sheet (CPS) on file with the VSCDA_office before any entry is accepted.
- b. Car Prep sheets will only be suitable for 2 years and must be renewed before entries will be accepted.

- c. A new car prep sheet is required after any modifications have been done to the car, regardless of the time frame. Not limited to but including engine, transmission, or any major components.

4. Supplemental Rules and Regulations for “Race Groups and Specific Cars”

- a. Race Groups 2 and 8 (Supplemental Rules)
- i. VSCDA has three types of preparation
1. Era correct
 2. Periods SCCA Preparation
 3. Mod-1 and mod-2 Preparation.
 - a. Cars that are prepared to later period rules of some VMC organizations are usually accommodated in one of the VSCDA Mod Classes
 - b. All Mod-1 and Mod-2 class cars shall carry visible MOD decals on both sides of the car when racing.
 - c. Decals will be provided either by the VSCDA office or tech.
- ii. VSCDA also has provisions that allow some cars to be prepared for other regulations specific to cars or cars, as described in further below.
- iii. To determine the minimum race weight for cars will be available through the VSCDA chief of tech or VSCDA website.
- iv. Period SCCA Preparation
1. Race Group 2 (Classes A through X)
 2. Race Group 8 (Classes B1, B2, C through X)
 3. This table covers some essential SCCA period requirements that VSCDA accepts. Cars are also expected to meet all other SCCA period requirement unless covered by exceptions.

<u>ITEM</u>	<u>SCCASPORTSCARS</u>	<u>SCCASEDANS(B,C,D)</u>
Source of Regulation	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	SCCA 1967 General Competition Rules Appendix A/Article 5 SCCA Sedans (w/Recognition Forms) And after review, 1972 and prior cars homologated to similar regulations published by FIA and some other sanctioning bodies
MINIMUM WEIGHT	Weight on PCS, minus 5% tolerance	Weight on Recognition Form, minus 5% tolerance
DISPLACEMENT	Maximum overbore 0.060", standard stroke	Maximum overbore 0.060", standard stroke
SUSPENSION	Must be production rear axle assembly, suspension members and mounting points. Shock absorbers must be production type (i.e. lever, telescopic), original number and attachment points. Remote reservoir shocks are not permitted. Coil over springs are not allowed unless originally used in production. Anti-sway bars, torque arms, panhard rods and other similar axle locating devices free.	Must be production rear axle assembly, suspension members and mounting points. Shock absorbers must be production type (i.e. lever, telescopic), original number and attachment points. Remote reservoir shocks are not permitted. Coil over springs are not allowed unless originally used in production. Anti-sway bars, torque arms, panhard rods and other similar axle locating devices free.
BRAKES	Original production brakes must be used at the wheel locations. Dual master and servo systems may be added. Friction material and Alfin type brake drums are free.	Original production brakes must be used at the wheel locations. Dual master and servo systems may be added. Friction material and Alfin type brake drums are free.

INDUCTION SYSTEM	<p>The carburetors and manifold must be those originally supplied by the manufacturer, including the make, model, and throat diameter. The jets, needles, seats and chokes may be changed. Note: Other carburetors may be allowed in this Production Classes when period Homologation papers for the make/model/year are presented at tech.</p> <p>Fuel injection throttle bodies and nozzles must be the same as originally supplied by the manufacturer. The make and model of the fuel metering and/or fuel distribution unit must remain the same. The intake manifold cannot be modified.</p>	<p>The carburetors and manifold must be those originally supplied by the manufacturer, including the make, model, and throat diameter. The jets, needles, seats and chokes may be changed. Note: Other carburetors may be allowed in this Production Classes when period Homologation papers for the make/model/year are presented at tech.</p> <p>Fuel injection throttle bodies and nozzles must be the same as originally supplied by the manufacturer. The make and model of the fuel metering and/or fuel distribution unit must remain the same. The intake manifold cannot be modified.</p>
OTHER	All other items of car preparation must meet the regular rules of VSCDA Car Preparation and period GCR.	All other items of car preparation must meet the regular rules of VSCDA Car Preparation and period GCR.

When these Rules differ in some way from period Regulations, the VSCDA Rules shall prevail. Cars prepared to this specification can qualify for the Era (EC) by meeting all VSCDA rules. Any modifications may result in the reclassification or change of group.

b. Race Group 6 (Supplemental Rules)

- i. Cars in Race Group 6 are production sports cars and sedans expected to be prepared for the 1969 SCCA GCR's with the current VSCDA requirements applied. The 1969 GCR rules are available on the web
 - 1. Sportscars should meet the Production Category Regulations and Specifications
 - 2. Sedans should meet the A-Sedan Category Regulations and Specifications (or Trans-Am when the make and model of the car were recognized and homologated to race in the Trans-Am series).
 - a. There can be no mixing of rules between Sedan and Trans-Am.
 - b. Weight, engine displacement, and brake specifications can be found in the table "GCR Car Specifications" on the VSCDA website at (<http://www.vscda.org>) under race rules.
- ii. The following list covers necessary VSCDA requirements. Cars are also expected to meet all other SCCA period requirements unless expressly covered by exceptions listed in this document in the VSCDA General Rules and "Car Specific Exceptions" section.
 - 1. Engine Displacement
 - a. You are expected to declare accurate engine bore and stroke for the point in time of preparation on your entry form and Car Preparation Sheet.
 - i. The bore may be increased by 0.060" (1.5 mm), and stroke must remain standard.
 - 2. Brakes
 - a. The brakes should be of original production type.
 - i. You are free to change friction material.
 - b. The cooling of brakes is allowed by the ventilation of backing plates, or fitting of air ducts provided no changes are made in the bodywork.
 - c. Disk brake dust shields may be altered or removed.
 - d. Front-mounted ducting shall not extend more than three (3) inches below the lowest part of the original front body panel.
 - e. Rear brake ducts may extend in a forward direction only and shall extend only a maximum of 24 inches from the rear brake disc/drums.
 - f. The addition of rear disc brakes to any car not produced with them will result in reclassification or group.
 - 3. Weight
 - a. Cars are expected to meet or exceed the minimum weight specified, without a driver, as they come off the race circuit after a race or qualifying session.

- b. Ballast may be added to cars as required, provided it serves no other purpose and is securely mounted within the bodywork (with a minimum of 3/8" grade 5 bolts per 50 pounds)
- 4. Engine Heads
 - a. Original equipment heads from the factory and some faithful aftermarket reproductions are allowed.
 - b. The head must be of the original material.
 - c. Raised port heads are not permitted.
 - d. Different valve stem angles as related to the centerline of the cylinder bore are not permitted.
 - e. Aftermarket cylinder heads from Ford, GM, and Chrysler Motorsports, Dart, and World Products, which are post-1972 technology, are allowed in Race group 6.
 - f. Heads should have the same spec. Or as close as possible to the year of actual make/model manufacture.
- 5. Rocker Arms
 - a. Roller rockers are permitted but may result in a reclassification.
- 6. Camshaft and Followers
 - a. Any camshaft may be used.
 - b. Although not period correct, roller cam followers will be allowed because of recent oil formulation changes, which have resulted in flat tappet failures (reference VSCDA Car Prep form)
- 7. Engine Intake Manifold
 - a. Period intake manifolds are allowed, either factory equipment options for the year manufacture or the year of car preparation.
 - b. VSCDA may require the car owner or driver to lift the carburetor at any time so the manifold runner construction can be inspected.
 - c. Substitution of the original homologated factory intake manifold is only permitted under the following condition, intended to mirror period performance.
 - d. The intake manifold must be a dual plane for V-8 engines unless shown the original manifold was a single plane.
 - e. Edelbrock performer RPM manifolds are permitted for some cars (no Air-Gap types) of the part numbers listed in the VSCDA Aftermarket Manifold List.
 - f. Other manifolds raced in the era are permitted when they can be documented as raced for the car make/model and class and are approved by VSCDA
 - g. Approved Aftermarket Manifold List

<u>Make/model/engine</u>	<u>Edelbrock"PerformerRPM"Number</u>
Shelby Cobra 260/289	7121
Shelby Cobra 427/428	7105
Shelby GT350/GT500	7121/7105
Ford Falcon, Mercury Comet 260/289	7121
Ford Mustang 289/302/351	7121
Mercury Cougar 289/302	7121
Chevrolet Camaro 302	7101
Chevrolet Corvette 265/283/327/350	7101 and 7104
Chevrolet Corvette 396	7161 and 7164
Chevrolet Corvette 427	7163
Chevrolet Corvette 454	7161 and 7164
Pontiac Firebird 326/400	7156
Pontiac Firebird (other displacements)	No substitute manifolds are approved
AMC AMX / Javelin 290/401	2131

- 8. Ignition System
 - a. Electronic ignitions triggered from the distributor are allowed.
 - i. The make of the distributor is free, provided installation does not require any modifications to the engine.

- ii. Crankshaft triggering will automatically result in reclassification or group.
- 9. Transmission
 - a. Stock or heavy-duty transmissions such as the Super T10 are allowed without penalty.
 - b. The Jerico and TexRacing T101 transmission are allowed with a 150-pound weight addition.
 - c. The number of forward and reverse gears may not be changed.
 - i. The reverse must be operational.
 - d. Five-speed transmissions are not allowed unless they were used in production.
 - e. All transmissions must have a gear ratio in 1st gear which is numerically equal to or greater than, 2.20/1
- 10. Suspension
 - a. Original suspension pick-up points should be retained.
 - b. Alternative springs and suspension bushings (of the same type and size) are permitted.
 - i. Bushings can be a different material and offset bushings are allowed.
 - c. The make and model of the shock absorber may be changed.
 - d. No coil-over springs or remote reservoir shocks are allowed (unless originally homologated).
- c. Race Group 3 – Sports Racers (Supplemental Rules)**
 - i. These cars are closed-wheel sports racers prepared to the SCCA standards that were in effect during the eligibility period and not more than five years after the date of manufacture.
 - ii. The cars must have full-width treaded racing tires or approved street tires with a suitable speed rating. The tires must be of an appropriate size and aspect ratio for the era of eligibility.
 - iii. Cars in this group are not allowed to have wings or downforce.
- d. Race Group 4 and 7 – Monoposto (Supplemental Rules)**
 - i. Open-wheel race cars follow the U.S. Monoposto Racing Rules, which can be found on the web <http://www.monoposto.com/>
- e. Race Group 5 – FIA < WMC and Prototypes (Supplemental Rules)**
 - i. These cars are closed-wheel sports racers prepared to the series standards as raced.
 - ii. Most of these cars have wings and downforce, and the tires are slicks.
- f. Sports 2000 Race Group (Supplemental Rules)**
 - i. Sports 2000 race cars follow the Rules of the North American Chapter Sports 2000 Racing Car Club, which can be found on the web at <http://www.nac-srcc.com/index.htm/>.
 - ii. All S2000's conforming to the SRCC regulations of classes B and H are welcome at events when S2000 racing is scheduled.
- g. Exhibition Group Cars (Supplemental Rules)**
 - i. Exhibition eligibility and standards will be defined for events when an exhibition group is scheduled.
- h. Car Specific Exceptions**
 - i. Austin Healey Sprite
 - 1. ALL Austin Healey Sprites and MG Midgets are allowed to use the 1275 cc engine, Bugeye Sprites included. However, any Bugeye running the larger engine (more than 948cc) cannot qualify for the Era Correct Medallion.
 - ii. Austin, Morris Mini
 - 1. All models are eligible to run appropriate production classes with carburetors as initially supplied by the manufacturer or alternately with one Weber DCOE per FIA Homologation for Group 2.
 - iii. Triumph
 - 1. TR-2, TR-3, TR-4
 - a. It is recommended to replace or modify the standard rear axles to be a floater-type design.
 - 2. GT-6
 - a. The standard rear axles may be modified to eliminate Roto – flex couplings and the outer axle nut design.
 - iv. Volvo
 - 1. 444, 544, 122, P444, 123GT, 140 series
 - a. It is recommended to replace or modify early standard rear axles with either a floater type axle design or with the Volvo solution (which was a different axle with disc brakes), allowed in FIA Recognition Form 5313 (2/2V Grill).
- i. Production Based Sports Cars “Raced as a “Sports Racer”**
 - i. Vintage or Historic “production based SCCA cars” are eligible to be certified by VSCDA to run as a “sports racing car.”
 - ii. A racecar that meets the SCCA or FIA period regulations and has documented history will be allowed.
 - iii. Owners must provide documentation authenticating the car's preparation history.
 - iv. Streetcars and production racing cars that have been modified in the current era will not be eligible to run as a

“sports racing car.”

- v. In no case shall a car accepted under this rule have modifications that were not available in the period.

5. Preparation to Other Competition Rules (Race Groups 2, 6 and 8)

- a. VSCDA welcomes cars that are faithfully prepared to other relevant General Competition Rules (GCR's) in effect up to 5 years after the date of the car's manufacture but not later than December 31, 1972.
- b. VSCDA will place approved cars, inappropriate race classes, depending on performance.
- c. Approved cars can qualify for the Era Correct Medallion.
 - i. For more information about this option, please contact the Car Preparation Steward. Requests should be submitted no less than 60 days in advance of the first race.

6. Qualification for VSCDA “ERA CORRECT” Medallion (Race Groups 1, 2, 6, and 8)

- a. Production-based race cars qualify for the VSCDA Era Correct (EC) Medallion decal when preparation faithfully to an appropriate period GCR.
- b. Interpretation will be determined by VSCDA concerning the primary specifications and components of the car, which need to be period correct to qualify.
 - i. These will include weight, engine model, engine displacement, transmission, brakes, shock absorbers, induction system, bodywork, and overall appearance.
- c. If you believe your car qualifies, please notify the Car Preparation Steward and provide such documentation as necessary to show period preparation.
 - i. Schedule a time for inspection at one of the future race events and then have the car weighed on the VSCDA Seals.
 - ii. Bring a copy of the weight ticket to the inspection.

7. Eligibility of Replica and Continuation Cars

- a. VSCDA will consider a replica or continuation car when owners request eligibility and fully document the specifications.
- b. The “Replica Car Policy and Approval Form” is located on the website in the Tech and Car Preparation section.

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