



TECHNICAL REQUIREMENTS FOR RACE CARS

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Technical Requirements for Race Cars

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 difficult to standardize all aspects of car preparation, the following guidelines have evolved to ensure basic safety and vehicle integrity. Cars must be presented in a neat and finished condition. Cars shall be prepared according to relevant SCCA or FIA General Competition Rules (GSRs) in effect up to 5 years after the date of the car's manufacture, but no later than December 31, 1997, except for Groups 5 & 7. Modifications beyond the era of the car's production, made for other than safety reasons, may result in the reclassification of Group.

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 at least every 3 months. The annual technical inspection covers both the race car and the driver's safety equipment. Once the technical inspection has been completed, the logbook will be stamped with the VSCDA annual Tech Stamp. The car will go thru an inspection as described below once during the year and then can be passed at the discretion of the chief of tech, upon presentation of the logbook and the event's Tech sheet, at our events for the calendar year. 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 for use at the subsequent events. If the car does not have an annual tech inspection, it must be presented for tech at each VSCDA event it is entered in.

All Vehicles Must Conform to the Following Items:

Safety

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. The extinguisher must be capable of suppressing a class B Fire and be a minimum of 2–5-pound system with a charge indicator. A 2 or 3 nozzle fire system is highly recommended. 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). Pro-raced cars that are allowed to race without a fuel cell because of the location of the factory fuel tank will also be required to install a 5-pound fire system with three nozzles: engine area, driver area, and fuel tank area.

A master electrical cutoff switch is mandatory and must be clearly marked by the "lightning bolt" label and be easily accessible as possible from the outside of the vehicle. When the switch is in the "Off" position, the engine must not be able to continue to run. It is mandatory that this switch shall interrupt power and/or ground the ignition system and also interrupt power to the electric fuel pump, if so equipped. An inertia shut-off switch is strongly encouraged.

Fuel cells are mandatory in all race groups, with the exception of pre-war and touring, Spec Miata, Improved Touring, and American Sedan restricted prep cars, where the stock fuel tank is located between the axle centerlines and within the main chassis structure (i.e., frame rails, etc.). The stock fuel tank must remain in its stock location. Waivers can be made for these pro-raced cars that were allowed to race due to the relatively safe location of their factory fuel tank.

Click here and go to page #82: [SCCA-GCR](#)

Fuel cells must be of a type approved by FIA, SCCA, NASCAR, or IMSA. The cell must be fully enclosed in a metal container with a position locking cap. The cell shall also incorporate foam inside a bladder. The cell shall be vented to the atmosphere through a check valve to provide leakage protection in the event of a rollover. 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. 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 the tires should go flat unless fully enclosed within the bodywork. In GT Production type cars, the bladder shall be installed in a container of .036" steel or .059" aluminum, which entirely surrounds the bladder. In Sports Racer and Formula Cars, the fuel bladder shall be completely 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. A minimum of .036" steel or .059" aluminum is required for all vehicles. Fuels shall not contain nitromethane. Nitrous Oxide or Oxygenated fuel is prohibited.

Race vehicles, except pre-war, must be equipped with roll bars or roll cages sufficient in structure and height to protect the driver in the event of a rollover situation. Roll bars will conform to the SCCA height requirements of a minimum of 2" above the driver's helmet and should have high-density padding in any area that may come in contact with 12" of the head. 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. This protection is preferably constructed according to the latest SCCA requirements for the car weight and style, but as a minimum, it must meet the SCCA vintage rules for the car weight and style.

In Groups 2,3,5,6, and 8, in a closed car, a window net, attached to the roll cage, with positive locating metal fasteners, should be installed. If a window net is not installed, it is mandatory that the driver wears arm restraints. Arm restraints are mandatory in Groups 4 & 7. Arm restraints are strongly recommended but not mandatory in Group 1. 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.

Batteries must be securely fastened with a metal hold down, and the hot terminal must be covered to prevent accidental contact with the chassis in the event of rollover or crash damage. Batteries installed in other than the original location should be contained in a marine type of box to prevent acid splash in the event of a collision. All wiring shall be neatly run and secured to the vehicle using wire ties, clamps, etc.

All forms of fuel delivery systems must have a least 2 visible external throttle springs for the accelerator linkage.

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” wide minimum shoulder harness straps. Shoulder harness straps may not be attached to the same point in a “Y” configuration. All straps must be in excellent condition and securely attached to the frame, roll bar, or cage, or reinforced portion of the vehicle structure with a minimum grade 5 bolt and installed to manufactures instruction and SFI installation guide.

Belts must be replaced within 5 years from the date of manufacture or earlier at the discretion of tech.

A firewall composed of a nonflammable material, preferably metal, must separate the driver’s compartment from the engine compartment, and another firewall must separate the driver’s compartment from the fuel tank. The bulkhead must have no open holes, and all breaches must be plugged. In formula cars and Sports Racers, the filler cap and neck are exempt from the bulkhead requirement.

Exhaust must end behind the driver's position so that gasses may not enter in the area of the driver.

Clearly marked towing eyes are recommended for the front and rear of all race cars, with the exception of open-wheel formula cars and some sport racers.

Equipment

All cars must have mirrors that provide driver visibility to the rear and both sides of the car.

All cars, except Formula cars (open-wheel), must have 2 working red brake lights.

Formula cars must have red running light (rain light) visible to flowing cars. Formula cars may also have one red brake light (formula cars must conform to Monoposto Racing rules and regulations).

Catch tanks shall be installed to receive and contain any possible overflow from the engine, radiator, transmission, differential, transaxle, or any engine oil supply breathers. Racecars may use only plain water, a water wetting agent, and a water pump lube in any liquid engine cooling system. No antifreeze or any other cooling system additive is allowed. Oil and water catch tanks should be separate and a minimum of one quart each.

On board cameras and mounts must be approved at technical inspection for security and integrity. Cameras must be encircled with web straps or tie straps to provide additional restraint for the existing screw in camera mounting system; a steel tether is required. No bungee cords allowed. Camera mounting and security will be rechecked on the grid before each session.

We will accept 2 Snell rating periods effective at the beginning of the racing season (E.G., for this year, driver’s helmet with a 2015 or newer SA, or FIA equivalent, rating will be accepted).

No “M” helmets are allowed. There are no exceptions to this rule. Drivers have their name, age, blood type, and any allergies or special conditions on the back of their helmets.

Each driver must wear a properly fitted suit and underwear that consist of 2 or more layers of approved fire protection material. A balaclava is required for all drivers who have either facial hair or long hair. One-piece, three-layer suits are strongly recommended. All suits must display the appropriate SFI or FIA labels, which allows tech inspectors to verify the suite to be fire retardant (Monoposto Racing rules require 3 layers).

Nomex or equivalent socks are required. Driving shoes must be FIA or SFI approved.

Single layer Nomex gloves are required. Leather palms are permitted, while additional layers are strongly recommended.

A head and neck restraint that is SFI or FIA approved is required for all groups, with the exception of Group 1, where we strongly recommend the use of an approved head and neck device. This equipment must be presented at technical 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.

Transponders are mandatory in all groups except Pre-War Group 1. The required transponder is TranX260, manufactured by AMB, for use in cars. It is a reddish range in color. This is the same transponder 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.

Preparation

Engine must be of manufacture, type, and displacement as close as possible to the original engine type and specifications. Modification affecting power output is limited to those available before 1964 in the case of Vintage Cars and before 1997 in the case of Historic Cars. Modifications beyond these limits may result in a reclassification.

All steering and suspension components shall be properly fitted with no excessive play or wear and should be correct original configuration, with no dragging or loose components. Wood rim steering wheels are not permitted. 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 prior to being presented for technical inspection. Wooden steering wheels are approved for pre-war only if they have metal frame reinforcing.

All folding tops, folding windshields, sunroofs, removable tops, and T-tops must be securely mounted or removed. All hoods, deck lids, and doors must be securely fastened. Modifications from original competition configuration are not permitted. 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. Original equipment windscreens or windshields must be laminated safety glass construction. Strapping of windshield and rear window is strongly recommended on fixed roof vehicles.

Metal, fiberglass, carbon fiber, or any other "hard" tonneau covers are expressly forbidden due to potential intrusion into the car driver's inboard side. The only exceptions to the 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.

Wheels should meet original specifications for diameter, width, and offset. Where original sizes are no longer available, wheels of the same diameter within 1/2" of the original width may be substituted. The maximum wheel size allowed in Group 6 is 15" x 9" with the following exceptions: 1968 thru 1972 Corvettes and AC Cobras may use a wheel up to 9 1/2" in width. Any change in construction material must be toward added strength rather than lighter weight. For safety reasons, modern replica wheels are recommended. Wheel balance weights should be taped over for additional security to retain them. It is preferable to have open-type lug nuts so the thread engagement may be seen. The threaded portion of the mounting stud should project thru the lug nut for verification at a glance. 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 technical inspection.

Tires should be as close as possible in size, including tread width, section, and diameter, to the original equipment. Original racing-type tires are preferred. 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. All of the vintage and historic production-based racing cars must use tires with full width molded tread patterns. Fully treaded original racing tires such as Goodyear BlueStreak, Dunlop, or Avon racing tires that predate DOT are approved. All Group 2,6, and 8 cars must run on full width, molded tread racing tires or suitable speed rated shaved street tires.

Group 6 cars will run on tires of one of the following listed sizes or smaller. P225/60/15, P245/60/15, 26.5x9.5/15, 27.5x9.0/15, 1.6x15, 8.00x15. 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. Hoosier R350 & R354, Goodyear Eagle GS-CS (R-19), and Goodrich G-Force or any other "Cheater" tires are not allowed in Group 2,6 & 8.

The above tire information is an overview. More details can be found on the VSCDA website under Tire Specifications. Click here for [VSCDA Tire Specifications](#).

Competition numbers must be displayed neatly and so as to be legible by timing and scoring on both sides and the front of the vehicle in a color that contrasts with the background. The assigned number must be displayed on the car at the time it is presented for technical

inspection. If you don't have the assigned numbers on your car, you will fail the technical inspection and will not be issued a tech sticker. Numbers must be a minimum of 8" high with a minimum stroke of 1 1/2". Rear-end or rear deck numbers are highly recommended though not mandatory.

Exterior of the car shall be kept as original and have a neat and finished appearance. Fender flares shall be original if they were allowed in the era. Commercial advertising is not allowed except for race series sponsorship specifically approved by the VSCDA Board of Directors.

Car Preparation Sheet (CPS)

Before entry will be accepted for VSCDA events, all cars must have an up-to-date Car Preparation Sheet (CPS) on file with the VSCDA office. Submit this sheet the first time a car is registered to race with VSCDA, every 2 years thereafter, and when preparations change. Please use the most up to date form when submitting CPS to the office. Click here for the:

<https://vscda.org/wp-content/uploads/2022/02/Car-Prep-Sheet-RCIS-2022.pdf>

Supplemental Rules and Regulations for "Race Groups and Specific Cars"

Race Groups 2 & 8 (Supplemental Rules)

VSCDA has 2 types of preparation: Period SCCA Preparation and Mod Preparation Cars. Mod Preparation Cars are prepared to the more liberal rules of some VMC Organizations and are usually accommodated in one of the VSCDA Mod Classes.

VSCDA also has provisions which allow some cars to be prepared to "Other period regulations" as described in item 9 in this section.

To determine the minimum race weight for cars in Groups 2 & 8, look up the spec. weight in the table "GCR Car Specifications" on the VSCDA website. Multiply this weight by the percentage below.

Period SCCA Preparation	95%
Mod-1	90%
Mod-2	85%

Period SCCA Classification

Race Group 2 (Classes A – E)

Race Group 8 (Classes B1, B2, C, & X)

This table covers some important SCCA Period requirements which VSCDA emphasizes. Cars are also expected to meet all other SCCA period requirements unless covered by exceptions listed in this document in the VSCDA General Rules and Car Specific Exceptions Item 8.

ITEM	SCCA SPORTS CARS	SCCA SEDANS (B, C, X)
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	<p>Must be production rear axle assembly, suspension members and mounting points.</p> <p>Shock absorbers must be production type (i.e. lever, telescopic), original number and attachment points. Remote reservoir shocks are not permitted.</p> <p>Coil over springs are not allowed unless originally used in production.</p> <p>Anti-sway bars, torque arms, panhard rods and other similar axle locating devices are free.</p>	<p>Must be production rear axle assembly, suspension members and mounting points.</p> <p>Shock absorbers must be production type (i.e. lever, telescopic), original number and attachment points. Remote reservoir shocks are not permitted.</p> <p>Coil over springs are not allowed unless originally used in production.</p> <p>Anti-sway bars, torque arms, panhard rods and other similar axle locating devices are free.</p>
BRAKES	<p>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.</p>	<p>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.</p>
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	<p>All other items of car preparation must meet the regular rules of VSCDA Car Preparation and period GCR.</p>	<p>All other items of car preparation must meet the regular rules of VSCDA Car Preparation and period GCR.</p>

When these rules differ in some way from period regulations, the VSCDA rules shall prevail.

Racers interested in having an Era-Correct Medallion/Sticker should contact their Group Representative.

MOD Preparation

Race Group 2 (Class MOD-1 and MOD-2)

Race Group 8 (Class MOD-1 and MOD-2)

This table covers MOD-1 and MOD-2 exceptions to Period SCCA Preparation. All other preparation items are the same as the SCCA Period Preparation.

<u>ITEM</u>	<u>RACE GROUPS 2&8 MOD-1</u>	<u>RACEGROUPS 2&8 MOD-2</u>
Source of Regulation	SCCA 1965 General Competition Rules FIA Appendix J. 274. Group 3, (b)	SCCA 1965 General Competition Rules FIA Appendix J. 275. Group 4, (a) (b)
MINIMUM WEIGHT	Weight on PCS or Recognition form minus 10%	Weight on PCS or Recognition form minus 15%
DISPLACEMENT	Maximum overbore 0.060", standard stroke	Maximum overbore 0.060", standard stroke

SUSPENSION	<p>Must be production rear axle assembly, suspension members and mounting points.</p> <p>Rear lever type shocks may be changed to telescopic, but the number of shocks may not change, and remote reservoir shocks are not allowed.</p> <p>Coil over springs are not allowed unless originally used in production.</p> <p>Anti-sway bars, torque arms, panhard rods and other similar axle locating devices are free.</p>	<p>Rear axle assembly may be changed to another component of a similar type which was in production prior to 1973.</p> <p>Front/rear lever type shocks may be changed to telescopic, but the number of shocks may not change, and remote reservoir shocks are not allowed.</p> <p>Coil over springs are not allowed unless originally used in production.</p> <p>Anti-sway bars, torque arms, panhard rods and other similar axle locating devices are free.</p>
BRAKES	<p>Brakes are free when mounted in the standard location and composed of components available before 1973. Disc brakes may replace drum brakes.</p> <p>Rotors that are drilled, slotted or ventilated are not allowed unless originally used in production.</p> <p>Aluminum calipers may not replace iron calipers unless the caliper was available before 1973.</p>	<p>Brakes are free when mounted in the standard location and composed of components available before 1973. Disc brakes may replace drum brakes.</p> <p>Rotors that are drilled, slotted or ventilated are not allowed unless originally used in production.</p> <p>Aluminum calipers may not replace iron calipers unless the caliper was available before 1973.</p>
INDUCTION SYSTEM	<p>Original carburetors may be replaced as long as the same number of throats are maintained (example two SU's replaced with two larger SU's or a Weber).</p> <p>Fuel injection throttle bodies must be the same type, same location, and same duct dimensions. The number and location of the injection nozzles must be the same. The make and model of the fuel metering and/or fuel distribution unit must remain the same. Material cannot be added to the intake manifold.</p>	<p>Original carburetors may be replaced with different carburetors and more throats. (Example two SU's replaced with two Webers)</p> <p>Fuel injection throttle body dimensions may be increased, but the type and location must be the same. The location of the injection nozzles, type of fuel metering and distribution must remain the same. Material cannot be added to the intake manifold extending into the head.</p>
OTHER	<p>All other items of Mod – 1 car preparation must meet the regular rules of VSCDA car preparation, except for the differences described above.</p>	<p>All other items of Mod – 2 car preparation must meet the regular rules of VSCDA car preparation, except for the differences described above.</p>

Race Group 6 (Supplemental Rules)

Cars in Race Group 6 are production sports cars and sedans that are expected to be prepared to the 1969 SCCA GCRs with the current VSCDA requirements applied. Sports cars should meet the Production Category Regulations and Specifications. Sedans should meet the A-Sedan Category Regulations and Specifications (or Trans-Am when the make and model of the car was recognized and homologated to race in the Trans-Am series). There can be no mixing of rules between Sedan and Trans-Am. The 1969GCR is on the web.

http://sovrenracing.org/wp-content/uploads/2022/03/2022_SOVREN_Handbook_Competition-Rules-Car-Eligibility-3-2022.pdf

Production Car Specification (PCS) sheets at this link.

<http://sovrenracing.org/scca-production-car-specifications/>

Weight, engine displacement and brakes specifications can be found in the table “GCR Car Specifications: on the VSCDA website.

<https://vscda.org/wp-content/uploads/2014/11/GCRCarSpecifications07E.pdf>

The following list covers important requirements which VSCDA specifically focuses on. 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 Item 8.

Engine Displacement

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. Bore may be increased 0.060" (1.5 mm), and stroke must remain standard.

Brakes

The brakes should be of original production type. The friction material is free.

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. Disk brake dust shields may be altered or removed. Front mounted ducting shall not extend to the side, beyond the centerlines of the front wheels, and no more than 3 inches below the lowest part of the original front body panel, nor above a plane passing thru the wheel hub centerlines, nor forward of the forward part of the front body panel. Rear brakes ducts may extend in a forward direction only, and shall extend only a maximum of 24 inches from the rear brake disc/drums.

Weight

Cars are expected to meet or exceed the minimum weight specified, without drivers, as they come off the race circuit at the conclusion of a race or qualifying session. 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).

Engine Heads

Original equipment heads from the factory and some faithful aftermarket reproductions are allowed. The head must be of the original material. Raised port heads are not permitted. Different valve stem angles as related to the centerline of the cylinder bore are not permitted. This allows period style aftermarket head from Ford, GM, and Chrysler Motorsports, Dart, and World Products, but specifically is not intended to allow post 1972 technology to be incorporated into heads used in Race Group 6. Heads should have the same spec. or as close as possible to the year of actual make/model manufacture.

Rocker Arms

Roller rockers are permitted.

Camshaft and Followers

Any camshaft may be used. Although not period correct, roller cam followers will be allowed because of recent oil formulation changes which have resulted in flat tappet failures.

Engine Intake Manifold

Period intake manifolds are allowed, which were either factory equipment options for the year manufacture or for the year of car preparation. VSCDA may require the car owner or driver to life the carburetor at any time so the manifold runner construction can be inspected.

Substitution of the original homologated factory intake manifold is only permitted under the following conditions which are intended to mirror period performance. The intake manifold must be a dual plane for V-8 engines unless it can be shown the original manifold was single plane. Edelbrock performer RPM manifolds are permitted for some cars "no Air-Gap types) of the part numbers listed in VSCDA Aftermarket Manifold List. Other manifolds raced in the era are permitted when they can be documented as raced for the car/make/model/class and are approved by VSCDA.

Approved Aftermarket Manifold List

<u>Car and Engine</u>	<u>Edelbrock "Performer RPM" 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 & 7104
Chevrolet Corvette 396	7161 & 7164
Chevrolet Corvette 427	7163
Chevrolet corvette 454	7161 & 7164
Pontiac Firebird 326/400	7156
Pontiac Firebird (other displacements)	No substitute manifolds are approved.
AMC AMX/Javelin 290/401	2131

Ignition System

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.

Transmission

Stock or heavy-duty transmissions such as Super T10 are allowed without penalty. The Jerico and Tex Racing T101 transmissions are allowed with a 150-pound weight addition. The number of forward and reverse gears may not be changed. Reverse must be operations. Five speed transmissions are not allowed unless production. All transmissions must have a gear ratio in 1st gear which is numerically equal to, or greater than, 2.20/1 (this is the gear ratio that was used for 1st gear in the “close ratio gear sets” of the Muncie, T-10 and period correct Fords).

Suspension

Original suspension pick-up points should be retained. Alternative springs and suspension bushings (of the same type and size) are permitted. Bushings can be different material, and offset bushings are allowed. The make and model of the shock absorber may be changed. No coil-over springs or remote reservoir shocks are allowed (unless originally homologated).

Note: When the rules listed above differ in some way from period regulations, the VSCDA rules shall prevail.

VSCDA has a provision which allows some cars to be prepared to other period regulations as described in Item 9 of this section.

Race Group 3 – Sports Racers (Supplemental Rules)

These cars are closed wheel sports racers which are prepared to the SCCA standards that were in effect during the eligibility period, and not more than five years after the date of manufacture. 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. Cars in this group are not allowed to have wings or down force.

Race Group 4 and 7 – Monoposto (Supplemental Rules)

Open wheel cars follow the U.S. Monoposto Racing Rules which can be found on the web.

<https://www.monoposto.com/car-specs>

Race Group 5 – FIA, WMC and Prototypes (Supplemental Rules)

These cars are closed wheel, normally sports racers which are prepared to the standards which were used in the “series the car raced in.” Most of these cars have wings and down force, and the tires are slicks.

Sports 2000 Race Group (Supplemental Rules)

Sports 2000 race cars follow the rules of the North America Chapter Sports 2000 Racing Car Club and the VS2NA.

<https://www.vs2na.club/regulations>

<https://www.vs2na.club/technical-bulletins>

All S2000's conforming to the SRCC regulations of Classes B & H are welcome at the events when S2000 racing is scheduled.

Exhibition Group Cars (Supplemental Rules)

Exhibition eligibility and standards will be defined for events when an exhibition group is scheduled. Unless specifically addressed, it is always expected that exhibition cars meet "VSCDA Technical Requirements for Race Cars" sections Safety, Equipment, and Preparation (which are in the front section of this document).

Car Specific Exceptions

Austin Healey

Sprite – 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.

Austin, Morris

Mini – All models are eligible to run appropriate production classes with carburetors as originally supplied by the manufacturer or alternately with on Weber DCOE per FIA Homologation for Group 2.

Triumph

TR-2, TR-3, TR-4 are recommended to replay or modify the standard rear axles to be a floater-type design. GR-6 standard rear axles may be modified to eliminate Roto-Flex couplings and the outer axle nut design.

Volvo

444,544,122, P444,123GT,140 Series, and 1800 are 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), which is allowed in FIA recognition Form 5313 (2/2V Grill)

Production Based Sports Cars Raced as "Sports Racers"

Vintage or Historic "production based SCCA cars" are eligible to be certified by VSCDA to run as "Sports Racing Car" if the car as a documented history of having raced in such classes in period with such modifications and if the car meets the appropriate SCCA or FIA period regulations. Owners must provide documentation authenticating the car's preparation history.

Street cars and production racing cars which have been modified in the current era will not be eligible to run as a "sports racing car." In no case shall a car accepted under this rule have modifications that were not available in the period.

Preparation to Other Competition Rules (Race Groups 2,6, & 8)

VSCDA welcomes cars which 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. The possibilities include different year SCCA, GCR's, FIA, IMSA, and possibly other rules which are appropriate.

VSCDA will place approved cars in appropriate race classes, depending on performance.

Qualifications for VSCDA "ERA Correct" Medallion (Race Groups 1,2,6 & 8)

Drivers interested in an Era Correct Medallion/Sticker should contact their Group Representative.

Eligibility of Replica and Continuation Cars

These cars are not normally accepted for racing at VSCDA events. However, a high quality car may be accepted to promote the signs and sounds of vintage and historic racing. VSCDA will consider cars when owners request eligibility and fully document the specifications. The "Replica Car Policy and Approval Form is located at:

<https://vscda.org/wp-content/uploads/2017/01/Replica-Policy-and-adaptability-Guidelines.pdf>

