

2010 OREGON REGION VINTAGE SUPPLEMENTARY REGULATIONS

1. PURPOSE: To provide a venue for people with competition cars who, for various reasons, no longer wish to participate in full Regional or National competition events yet want to continue involvement in road racing. Preservation of these cars in a racing environment is viewed as important to the sport and to our club.

These Supplementary Regulations lay out car preparation standards as well as driver conduct standards and are considered part of the Oregon Region Entry Form as required for including Vintage/Historic cars in SCCA programs per General Competition Rules (GCR) section 3.1.8.

Vintage run group(s) are conducted according to the Event Supplementary Regulations, the Vintage Supplementary Regulations and the SCCA General Competition Rules. The **only** exceptions to compliance with the GCR and its provisions are contained in these Supplementary Regulations and relate to, (1) acceptable racing licenses for drivers and (2) car preparation allowances as allowed per GCR 3.1.8.C., referring to the Chief Steward setting the standards for car preparation. Section 7 in these Vintage Supplementary Regulations provides the specifics on car preparation.

It is the general policy of Oregon Region to recognize cars originally manufactured 25 years ago and earlier in the Vintage Racing Group.

2. DRIVER ELIGIBILITY: Drivers must be current SCCA members. Acceptable licenses for individuals participating in Oregon Region events are listed in GCR 3.1.8. The SCCA Road Racing Board defines requirements for an SCCA Vintage competition license. The following licenses are also accepted for participation in the Oregon Region Vintage run group.

BMW Car Club of America (BMWCCA)
Classic Sports Racing Group (CSRG)
Corinthian Vintage Auto Racing (CVAR)
Historic Motor Sports Assoc. (HMSA)
Historic Sportscar Racing Group (HSR)
International Conference of Sports Car Clubs (ICSCC)
Porsche Club of America (PCA)
Porsche Unlimited Group (PUG)
Rocky Mountain Vintage Racing (RMVR)
Society of Vintage Racing Enthusiasts (SOVREN)
Sportscar Vintage Racing Assoc. (SVRA)
Vintage Auto Racing Assoc. (VARA)
Vintage Auto Racing Assoc. of Canada (VARAC)
Vintage Driver's Club of America (VDCA)
Vintage Motorsports Council (VMC)
Vintage Racing/British Columbia (VRCBC)
Vintage Sports Car Club of America (VSCCA)
Vintage Sportscar Driver's Association (VSDA)
Vintage Sportscar Racing, Inc. (VSCR)

3. DRIVER CONDUCT: Vintage racing is NOT the same as competition for current cars. Although competitive in a sense, the primary purpose is NOT winning. Cut and thrust competition is available in regular Regional and National racing groups.

Vintage drivers are expected to provide a safe and enjoyable environment for all participants and spectators. This requires recognizing that vintage grids include cars of many ages with great disparities in speed, cornering, and braking capabilities. Drivers, as well, tend to possess widely varied experience and ability. Accordingly, drivers are expected to exercise great care, prudence, and courtesy in traffic and in passing. The slowest car and driver has as much right to be on track as the fastest, and all drivers must conduct themselves

accordingly and make room for each other. Drivers of slower cars are reminded to watch their mirrors and allow faster cars room to pass (both on the straights and in the corners). See Section 6.11 "Rules of the Road" in the GCR.

4. CAR-TO-CAR CONTACT: Contact is absolutely contrary to the spirit of Vintage racing. Drivers judged at fault may be penalized with exclusion from the event with the possibility for referral to the Stewards of the Meet (SOM) with possibility of probation or suspension of driving privileges at the discretion of the event Chief Steward. The event Chief Steward may rely on advice from the NORPAC Vintage Series Chief Steward and/or the Region's Vintage Committee.

5. CAR ELIGIBILITY FOR VINTAGE CLASSES: Generally, cars originally manufactured in 1985 or earlier that have been prepared to, restored to or preserved in vintage/historic racing condition as far as possible. Examples include 1985 or earlier cars with racing history and 1985 or earlier production cars restored to, prepared to, or converted for, racing to these Vintage Supplementary Regulations and specifications. Safety improvements are encouraged (see car preparation requirements, Section 7). Continuation model years later than 1985 may also be accepted in vintage (e.g. a 1986 Corvette is basically the same as the 1984 model)

SCCA has reissued publications for earlier years to help in determining appropriate configurations. Special interest cars may be included at the discretion of the event Chief Steward with the advice of the NORPAC Vintage Series Chief Steward or Vintage Committee. Logbooks from vintage organizations listed in Section 2 will be accepted for Oregon Region vintage classes only.

Cars accepted for vintage group participation may not qualify for regular SCCA regional or national run groups. Cars prepared and presented for Vintage Classes and not eligible for regular SCCA classes shall be issued a special Vintage Log Book (this may be a regular SCCA log book stamped or marked to indicate acceptance in **only** the Vintage Run Group).

6. CAR CLASSES:

VP1 – Production cars up to 1900cc

VP2 – Production cars 1901cc up to 3200cc

VP3 – Production cars over 3200cc

VFSR – All Formula and Sports Racers (no displacement split)

Production cars that are substantially faster than the majority of other cars in their class may be asked to move into the next class. The decision to move a car shall be at the discretion of the Event Chief Steward with advice from the NORPAC Vintage Series Chief Steward or Vintage Committee.

7. CAR PREPARATION: All cars participating in the regional vintage group must, as a minimum, meet the roll bar and driver restraint requirements as described in the SCCA Vintage/Historic Competition Rulebook, publication #5684 dated March 2005. See Appendices Y, and Z with the following notes: Minimum roll bar requirements are presented on pages 27 through 31 of Appendix Z in that publication (roll cages, though strongly recommended are not required). Fuel cells are also strongly recommended for all cars.

Minimum requirements for driver restraint systems are presented on pages 12 through 17 as described in the SCCA Vintage/Historic Competition Rulebook, publication #5684 dated March 2005 (five and six point restraints are specified). Driver restraint systems must be replaced according to the time set out in the current GCR. Driver window safety net or arm restraints are required in closed cars. Open cars require driver arm restraints.

Page numbers listed from the Vintage GCR relate to the 1972 GCR requirements.

8. TIRES: Must be approximately the same size, width, and profile as those originally offered on the car (either on the standard or optional rim). All cars participating in the vintage production classes (VP1, VP2, VP3) shall use DOT molded tread tires. Formula and Sports Racing (VFSR) cars may use slicks. If there is a specified slick tire available for the Formula or Sports Racing cars that may run in other groups (e.g. Formula Ford or Club Ford) those cars should run the "spec" tire. A waiver for the use of slicks by any car may be granted with the approval of the event Chief Steward as advised by the NORPAC Vintage Series Chief Steward or Vintage Committee (a log book notation of the exception will be made). Avon, Goodyear and Dunlop vintage tires that have been re-grooved to a specific pattern, are allowable. Shaving of excess tread (as in the Improved Touring Classes) is permitted.

Note the reasoning behind the treaded tire rule includes (but is not limited to):

*1) Reduction of cornering loads on elderly suspensions;
2) Equalization of cornering speeds to keep drivers from trying unsafe passes (reducing the opportunity for contact) and because we are running cars of greatly varying speeds in one group; and 3) Vintage is not intended as an all-out competition.*

9. FUEL: Vintage classified cars participating in the Vintage Run Group shall meet fuel specifications as defined in GCR 9.3.26. This allows cars running in Vintage Classes to use unleaded pump gas if they so choose. Leaded racing fuel is also acceptable. Cars running in **only** Vintage Classes do not require a fuel port. However, fuel used in any vintage class car may still be tested.

10. SPLIT START: All Vintage races should begin with a split start between formula/sports racing and production car groups unless the event Chief Steward or their designee determines the composition of the run group makes a split start unnecessary. The lead group will be determined by the event Chief Steward or the their designee as appropriate. It is recommended that the pace car pace the second group if only one pace car is available.

11. OTHER ISSUES: Cars that are upgraded to current level racing specifications may not be considered in the spirit of the Vintage group and may therefore be excluded. Drivers who's driving or other actions are observed to not be in the spirit of the vintage group as determined by the Event Chief Steward, with advice from the NORPAC Vintage Series Chief Steward or members of the Vintage Committee, may be excluded from the run group (see Section 3). Determination of car or driver eligibility or appropriateness for participation shall be at the sole discretion of the event Chief Steward with advice of the NORPAC Vintage Series Chief Steward or Vintage Committee. It is expected that individual situations will arise at various events (i.e. a second driver using a car that might otherwise be excluded) and final participation decisions will be determined by the Event Chief Steward with advice from the NORPAC Vintage Series Chief Steward or members of the Vintage Committee.

12. POINTS:

Three (3) points for entering

(If the entry is withdrawn and fees refunded, no points will be awarded.)

One (1) point for posting a qualifying time

One (1) point for every lap completed during the main race

Four (4) points for first through fifth place finishing positions (in class)

Two (2) points for sixth through tenth place finishing positions (in class)

One (1) point for eleventh through fifteenth finishing positions (in class)

One out-of-region SCCA Vintage event may be used to substitute for, or in place of one Oregon Region Vintage event. Sprint races will be counted at ½ point per lap completed.

13. PENALTIES: Penalties will be in accordance with the current GCR and include but are not limited to the potential loss of Oregon Region SCCA Vintage Points.

14. AWARDS:

- 1) No trophies for finishing positions will be awarded. All finishers will be awarded an event flag. This is Vintage Racing and not real car-to-car competition racing. If real competition is what you desire, there are other venues within SCCA.
- 2) Championship trophies will be presented at the Region's annual banquet (or facsimile) to the winners of each class in the group. Points will be accrued based on nine Vintage events, with the best nine out of ten event finishes accounting towards the year end points total. The ten Vintage events counting towards year end points are as follows (If an additional Oregon Region event is scheduled add one to each of the event numbers listed, if a vintage event is subtracted, subtract one from each of the numbers listed):

15. Vintage Group 2009 Schedule

Date	Event Type
------	------------

March 5-7	-- Driver School & Single Regional, with Chicane
April 17-18	-- Single Regional, with Chicane
May 7-9	-- Regional/National Combo, no Chicane
June 11-12-13	-- Rose Cup Double Regional, with Chicane
August 7-8	-- Single Regional, no Chicane
September 11-12	-- Single Regional, no Chicane
October 8-10	-- Double Regional, with Chicane
October 23-24	--Oregon Raceway Park, Grass Valley OR, co-sanctioned with NW Region