

## **2024 OREGON REGION VINTAGE SUPPLEMENTARY REGULATIONS**

Oregon Region recognizes the value of providing an opportunity to race and enjoy vintage race cars, and the desire of its members to do so. Preservation of these cars in a racing environment is viewed as important to the sport and to our club, and retention of experienced vintage drivers fosters continuity of our valued SCCA history and culture.

These Supplementary Regulations define 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 as provided by the SCCA General Competition Rules (GCR) and Vintage Competition Rules.

Vintage run groups 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 3.1.4.C. Section 7 in these Vintage Supplementary Regulations provides the specifics on car eligibility and preparation.

### **1. DRIVER ELIGIBILITY**

Drivers must be current SCCA members and hold a current SCCA competition license or a license from one of the following, as identified in GCR 3.1.4:

- Classic Sports Racing Group (CSRG) Historic Sportscar Racing Group (HSR)
- International Conference of Sports Car Clubs (ICSCC)
- Society of Vintage Racing Enthusiasts (SOVREN)
- Sportscar Vintage Racing Assoc. (SVRA)
- Vintage Auto Racing Assoc. (VARA)
- Vintage Driver's Club of America (VDCA)
- Vintage Motorsports Council (VMC)

### **2. DRIVER CONDUCT**

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 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 have 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.

### **3. 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. The Event Chief Steward may refer the situation to the Stewards of the Meet (SOM) with the possibility of probation or suspension of driving privileges.

### **4. CAR ELIGIBILITY**

Eligible cars will have been originally manufactured at least 25 years before the current year. Continuation and reproduction model cars that do not meet the age standard may also be accepted at the discretion of the event Chief Steward. In this case a note will be made in the car logbook for future reference.

Cars prepared and accepted for inclusion in Vintage Classes which do not meet some GCR standards may 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).

### **5. CAR CLASSES**

VP1 – Production cars up to and including 1900cc

VP2 – Production cars 1901cc up to and including 3200cc

VP3 - Production cars over 3200cc

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

Displacement for supercharged or turbocharged engines shall be based on actual displacement times 1.4.

Production cars that are substantially faster than the majority of other cars in their class may be moved to a different Vintage class at the discretion of the Event Chief Steward.

## **6. CAR PREPARATION**

In addition to the safety preparation standards noted below, each vintage car shall be prepared to meet an SCCA preparation standard at a point in time at least 25 years prior to current. This point in time standard shall be chosen by the driver/entrant. For instance, a 1972 model car may be prepared to meet the 1979 Production Car Specifications, or another specification which allowed that particular car. It is recommended that the driver/entrant have the applicable specification in their possession during event weekends to assist in addressing issues of appropriateness of the preparation level.

It is recognized that certain improvements beyond what may be specified in the “point in time” specification are appropriate for safety and convenience. An example is the replacement of rear drum brakes with disc brakes where the point in time regulation did not make this allowance. This is not intended to allow changes which significantly improve overall performance.

A driver/entrant may present such upgrades to the event Chief Steward and request a determination that the upgrade is found to be consistent with the intent of these regulations. If approved by the Chief Steward a notation will be made in the car logbook for future reference. A decision by the event Chief Steward may be appealed as provided by the GCR. A challenge to the acceptability of a car’s preparation may be made under the protest procedures provided by the GCR.

## **7. CAR SAFETY PREPARATION**

All Vintage cars must conform to Appendix Z of the SCCA Vintage Competition Rulebook (VCR), publication #5684 dated 3/14/17. Roll cages as defined in Appendix Z of the current VCR are required in all production cars considered model year 1973 or later.

There is no requirement for cars from model year 1972 or earlier to have roll cages; however, members are encouraged to install roll cages in such cars where satisfactory installation can be achieved. At a minimum, roll bars are required for production cars from model year 1972 or earlier. Where allowed, roll bars must conform to Appendix Z of the VCR.

Vintage cars shall have no minimum weight requirement and may bypass the scales when reporting to Impound.

Driver restraint systems must meet current GCR requirements. Driver window safety net or arm restraints are required in closed cars. Open cars require arm restraints. An

SCCA approved Head and Neck Restraint device is required. (Reference GCR 9.3.19. DRIVER'S SAFETY EQUIPMENT) Existing tail lights may be used to meet the 2022 GCR "Rain Light" safety rule (9.3.32.B).

## **8. TIRES**

Must be approximately the same size, width, and profile as those allowed by the applicable point in time specification noted in section 4 above, except that 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. Formula or Sports Racing cars that may run in other racing classes (e.g. Formula Ford or Club Ford) may run the "spec" tire required by the class rules. A one event per year waiver for the use of slicks by any car may be granted with the approval of the Event Chief Steward (a logbook notation of the exception will be made). Tires that have been re-grooved are allowable provided they are DOT. Shaving of excess tread is permitted.

## **9. FUEL**

Vintage cars shall meet fuel specifications as defined in GCR 9.3.25. A fuel test port is not required; however, fuel may still be tested.

## **10. SPLIT START**

Vintage races may begin with a split start between formula/sports racing and production car classes at the discretion of the Event Chief Steward, with the lead group determined by the Event Chief Steward.

## **11. OTHER ISSUES**

Cars that are upgraded to current level racing specifications (outside of the 25 year point in time basis noted above) may be considered not in the spirit of the Vintage group and may therefore be excluded and invited to enter in another run group.

A driver whose driving or other actions are observed to not be in the spirit of the vintage group as determined by the Event Chief Steward may be excluded from the run group. Determination of car or driver eligibility or appropriateness for participation shall be at the sole discretion of the Event Chief Steward.

## **12. YEAR END AWARDS**

Driver eligibility and points scoring methodology for year-end award is as contained in Section 29 of the Oregon SCCA General Supplemental Rules, except as noted below with respect to points award methodology. The Rose Cup Race weekend (a FOPIR event) counts toward year end point points.

Three (3) points are awarded for entering each sanctioned race event. (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)

Sprint or qualifying races will be counted at  $\frac{1}{2}$  point per lap  
completed.

Year-end championship awards may be made for each class, and in addition the Westfield trophy may be awarded to the driver who completes the most race laps during the year.

No trophies will be awarded for finishing positions at race events.