INTRODUCTION

VRG car eligibility rules are similar to those of other major vintage-race sanctioning bodies in the region so that drivers do not need to make extensive changes to their cars in order to participate with our club.

Please refer to the VRG Mission Statement for our general philosophy regarding safety, driving behavior, and performance modifications. VRG recognizes vintage racing as an amateur sport, where the pleasure of taking part must exceed the desire to win at all costs. Our mission, therefore, is to promote the active use of vintage cars in a format that emphasizes safety and enjoyment.

No set of rules can cover every situation, particularly for an organization like VRG that includes a broad range of vintage vehicles, whose production spans many decades. VRG's rules identify both our requirements and our recommendations. Although recommended items are not strictly required, we ask car owners and drivers to consider them seriously.

1. VRG DRIVER ELIGIBILITY

1.1. General

VRG's policies and programs ensure that anybody interested in racing will be able to do so with us, provided:

- They possess a current, valid competition license and current race medical documentation, as described below.
- They continuously demonstrate attitudes and behaviors that are in keeping with the spirit and best practices of vintage racing as described in the VRG Mission Statement and throughout VRG's policies, Rules of the Road, Event Code of Conduct, guidelines and educational content.
- They are not currently suspended from competition by VRG, the Vintage Motorsports Council (VMC) or any other race sanctioning body.
- They watch and comply with the VRG Driver Orientation Program (DOP) found at the following link: VRG DOP.

1.2. Driver Oversight: In order to assure VRG members that they and their fellow vintage racers meet the above standards, the following oversight programs and policies are in place:

1.2.1. Driver Eligibility Committee: The Driver Eligibility Committee established by the VRG Board includesthe following individuals or designated alternates:

- Chair of Driver Committee (voting member)
- Board of Directors Representative (voting member)
- Chief Instructor (voting member)
- Membership Chair (non-voting advisory member)

The Driver Eligibility Committee can be contacted at: drivereligibility@vrgonline.org. The duties of the Driver Eligibility Committee are to:

- Establish, periodically review, and revise as needed the licensing and behavioral standards that will be applied to all drivers participating in VRG races.
- Report to the VRG Membership Chair with decisions to award a VRG Competition license or a VRG Provisional Competition license.
- Review and respond in a timely fashion to requests to participate in a VRG race event by any driver whose competition license is either inactive or not currently recognized by VRG. Please note that poor planning or notice from a driver does not represent an emergency on the part of the Driver Eligibility Committee.
- Work in collaboration with the VMC and other vintage racing organizations as appropriate to assure best licensing practices within the vintage racing community.

1.2.2 Driver Committee:

The Driver Committee has been established by the VRG Board to review on-track incidents to establish the facts related to an incident and identify fault if any exists. The Driver Committee and its processes are described further in Section 6.1, below.

1.3. Competition Licenses:

As noted above, VRG requires a current competition license and race medical documentation for all drivers in VRG races. VRG recognizes the following licenses (Sections 1.3.1 through 1.3.4 by reference):

1.3.1 VRG Competition License:

VRG members who meet all training, experience, and other eligibility requirements to the satisfaction of the Driver Eligibility Committee will be awarded a VRG Competition License. The VRG Competition License includes the member's name,membership number, membership expiration date, and race

medical expiration date. Holders of a current VRG Competition License are eligible to participate in any VRG race event once their license is presented at the event registration, subject only to disciplinary restrictions imposed by the VRG Driver Committee or the VMC. VRG Competition Licenses are renewed by the VRG Membership Chair subject to annual review by the Driver Eligibility Committee and membership renewal.

1.3.2 PDEC and PDEC Coordinator

A Provisional Driver Event Confirmation (PDEC) is issued to a provisional VRG driver as below. The intent of the PDEC is to track the provisional status and close the provisional period in an efficient, expedient manner. Each VRG event will have a PDEC Coordinator assigned by the VRG Event chair prior to the event, this person will ordinarily be someone on the event operations staff, likely either the Operating Steward, Chief of the Drivers Committee, a VRG Driver Development Instructor, or other experienced VRG racer named by the Event Chair. The PDEC forms will be collected by the PDEC coordinator or their delegate at event registration and shall be held by the PDEC Coordinator for the duration of the event. The PDEC Coordinator will review successful completion of the PDEC for the event and sign the form. Terms and items of the PDEC shall be:

- Successful, incident free completion of the on-track driving portion of the event. (Three events required for final completion)
- Shadowing the lead of each of the following five race operation functions during one race session after pre-approval and coordination with the PDEC Coordinator:
    - Race Control
    - Black Flag Steward
    - Flag Station
    - Grid
    - Drivers Committee
- Note, all support assignments need not be completed in one event and are not necessary to complete in any particular order.

1.3.3 VRG Provisional Competition License:

VRG members who meet all training, racing experience, and other eligibility requirements may, at the discretion of the Driver Eligibility Committee, be awarded a VRG Provisional Competition license. Examples include, but are not limited to, drivers with recent club racing experience or drivers who have not participated in a vintage race for several years. Holders of a current VRG Provisional Competition License are eligible to participate in any VRG race event, subject to both of the following

conditions:

- Attendance at a session of the VRG Driver Orientation Program (DOP) now also offered as a video presentation at: VRG DOP.

- Presentation to the PDEC Coordinator (or their delegate at registration) of their VRG Provisional Driver Event Confirmation (PDEC) form at the beginning of the race event.

Upon successful, incident-free completion of the event, the PDEC Coordinator will sign off on the form and return it to the driver. Upon successful, incident-free completion of three VRG race events within two race seasons, the driver is required to send the completed form to the Driver Eligibility Committee who will make the final decision whether or not to award a VRG Competition License. While VRG Provisional Competition License holders may be accepted for participation in events sanctioned by other clubs, only VRG events will be counted toward a VRG Competition License.

1.3.4 VRG Novice Provisional Competition License:

VRG members who have met the training and other eligibility requirements but have not yet achieved the necessary vintage racing experience may, at the discretion of the Driver Eligibility Committee, be awarded a VRG Novice Provisional Competition license. Holders of a current VRG Novice Provisional Competition License are eligible to participate in any VRG race event, subject to both of the following conditions:

- Application of “Novice Stripes” to the rear of the car. Novice stripes are two parallel slanted stripes approximately 1 to 2 inches wide and approximately 8 to 10 inches long in a contrasting color to the body of the racecar.

- Presentation to the event PDEC Coordinator of their VRG Provisional Driver Event Confirmation (PDEC) form at the beginning of each event. Upon successful, incident-free completion of the event, the PDEC Coordinator will sign the form and return it to the driver.

Upon successful, incident-free completion of three VRG events within two race seasons, and completion of all required PDEC worker assignments, the driver is required to send the completed form to the Driver Eligibility Committee who will make the final decision to award a VRG Competition License. While VRG Provisional Competition License holders may be accepted for participation in events sanctioned by other clubs, only VRG events will be counted toward a VRG Competition License.

1.3.5. Other Recognized Competition Licenses:

VRG is pleased to welcome participation in our events by other competition license holders who share the values and philosophy expressed in the VRG Mission Statement and have a current race medical noted on their competition license or available for presentation at registration. Other competition licenses are accepted as follows:

- **VMC** – All holders of a Vintage Motorsports Council (VMC) Competition License or a Competition License issued by a VMC member club are eligible to participate in any VRG race event, subject only to disciplinary restrictions imposed by the VRG Driver Committee or the VMC.

- **Non-Vintage Competition Licenses** – Current or formerly licensed "club" racers such as SCCA, NASA, BMW, PCA, etc. may be eligible to participate in VRG race events at the discretion of the Driver Eligibility Committee as described in 1.2.1 above. Experienced drivers whose credentials are accepted by the Driver Eligibility Committee will be required to complete VRG's Driver Orientation Program (DOP) at: VRG DOP before participating in a VRG event.

- **Other Competition Experience** – VRG recognizes that the above categories are not exhaustive, and that other experience may qualify a driver to race safely and competently in the vintage environment. Such drivers are invited to contact the Driver Eligibility Committee to present their competition resume and other credentials for consideration as described in 1.2.1 above. Such experienced drivers whose credentials are accepted by the Driver Eligibility Committee will be required to complete VRG's Driver Orientation Program (VRG DOP) before participating in a VRG event.

- **Track Day/HPDE** – VRG recognizes that some Track Day/HPDE events are non competitive by their nature with restrictions such as limitations on passing, prohibition of wheel-to-wheel driving or limited speeds. While seat time in these events can be helpful for learning car control and high-speed driving techniques, they are not sufficient preparation for safe, competent participation in wheel-to-wheel vintage racing. Track Day/HPDE drivers and instructors will be required to successfully complete an approved racing school before the Drive Eligibility Committee will consider them for a VRG license at any level.

1.4. Recognized Racing Schools:

Recent graduates of recognized racing schools will be considered for a VRG Novice

Provisional Competition License by the Driver Eligibility Committee. Examples include:

- VRG Competition Licensing School
- BMW Club Racing School
- Skip Barber 3-Day Racing School
- SCCA Racing Schools

Other schools will require approval by VRG. Those applying should submit a copy of their diploma(s) and a list of instructors, including the name and contact information for the Chief Instructor. Regardless of school attendance, in all cases the Driver Eligibility Committee will evaluate each applicant when considering a decision to award a VRG Competition License at any level.

1.5. Physical Condition: Vintage racing is dangerous and can be very stressful. Each VRG licensee must be examined by a physician and submit a standard race medical form (e.g., VRG, VSCCA, SCCA, SVRA, etc.). This must be renewed every two years. Drivers over age 40 are strongly recommended to have an EKG as part of the medical examination. Additional diagnostic testing, such as cardiac stress test or other appropriate test, is left to the discretion of the examining physician who signs your medical form.

1.6. Unsportsmanlike Conduct: When a driver is considered to have behaved in an unsportsmanlike manner, either on the track or off the track, in disregard of the VRG Mission Statement, that driver will be excluded from the remainder of that race event and may be refused admittance to future VRG events.

2. CAR ELIGIBILITY AND CLASSIFICATION

Specific Vehicle Eligibility questions can be sent to: vehicle_eligibility@vrgonline.org

2.1. Eligible cars: The VRG Eligibility Committee will resolve any questions about eligibility. Subject to the definitions below, the following types of cars are eligible.

2.1.1. Sports and GT on sale to the public on or before 1/1/1993.

2.1.2. Selected sedans on sale to the public on or before 1/1/1993, as recognized by SCCA or FIA.

2.1.3. Sports-racing cars, including prototypes, limited-production sports and GT cars, “modified” cars and “specials”, manufactured before 1/1/1993 on treaded tires. Examples: SCCA B/Modified through H/Modified; A/SR through D/SR; FIA World Sports Car Championship, World GT Championship, World Championship of Makes; USRRC and early Can-Am cars on treaded tires.

2.1.3.1. Sports 2000 eligible under current VS2-NA rules as

recognized in Paragraph 2.3.8 of these rules. Section 4.9 “Tires” does not apply to cars eligible under this section.

2.1.4. Formula cars eligible under current Monoposto Classic rules, in production before 12/31/1972. Examples: FJr, FVee, FB, F1, F2, F3. In addition, Historic Formula Fords, Club Fords and later Formula Fords as recognized in Paragraph 2.3.7 and 2.3.10 of these Rules, and Formula Vee’s as recognized in Paragraph 2.3.8 of these Rules.

2.1.5. Sports Renault (GEN 1) 1.7L Renault powered Sports Racers.

2.2. Definitions

2.2.1. Continuation cars: A car in continuous production after the cut-off date, but identical in specification to cars in series production before the cut-off.

2.2.2. Special: A car built in extremely limited numbers, often one of a kind. Normally a unique combination of chassis/body/engine. May be eligible in VRG sports-racing class if all major components (engine, running gear, body, chassis) were manufactured prior to the cut-off date, and approved by the VRG Eligibility Committee.

2.2.3. Modified car: A production vehicle that has been modified beyond the rules of the relevant production class (replacement engine, modified chassis, re-bodied). May be eligible in VRG sports-racing class if constructed of components manufactured before the cut-off date and approved by the VRG Eligibility Committee.

2.3. Classifications: The eligible cars described above, will be subdivided into VRG Classes.. Race Groups will be determined for each VRG event based upon actual entries for that event.For cars with forced induction, the actual displacement should be multiplied by 1.5 to determine classification below. Example, a 2.0 liter turbocharged car would be CP.

2.3.1. Production cars through 1992:

AP: Production sports and GT cars, generally over 5000cc
BP: Production sports and GT cars,, 3500cc to 5000cc
CP: Production sports and GT cars, 2700cc to 3500cc
DP: Production sports and GT cars, 2000cc to 2700cc
EP: Production sports and GT cars, 1600cc to 2000cc
FP: Production sports and GT cars, 1300cc to 1600cc
GP: Production sports and GT cars, 1100cc to 1300cc
HP: Production sports and GT cars, 750cc to 1100cc
IP: Production sports and GT cars, 750cc and below.

2.3.2. Sedans through 1989:

TA: TransAm and A/Sedans, under 5000cc
TA2: SCCA TransAm 2.5 Challenge, B/Sedans prepared to 1972 GCR, and IMSA RS to 1974 rules
BS: SCCA TransAm Under 2 litre and B/Sedan to 1967 GCR
CS: Sedans under 1300cc
DS: Sedans under 1000cc

2.3.3. Sedans 1972 through 1989:

ASH: Sedans over 2500cc, 1973-1989
BSH: Sedans under 2500cc, 1973-1989

2.3.4. Sports racing cars, Modifieds, Prototypes and limited production GT cars through 1992.

BM: 5000cc to 8000cc
CM: 3000cc to 5000cc
DM: 2000cc to 3000cc
EM: 1600cc to 2000cc
FM: 1100cc to 1600cc
GM: 750cc to 1100cc
HM: under 750cc

2.3.5. Sports racing cars, Modifieds, Prototypes and limited production GT cars 1966-1992.

CA: 1966 – 1974 CanAm cars
ASR: over 2000cc
BSR: 1300cc to 2000cc
CSR: 850cc to 1300cc
DSR: under 850cc

2.3.6. Sports 2000 Racing Cars, prepared to VS2-NA specification. Cars or modifications to S2 class are specifically not eligible.

HS2: S2000 cars produced before 12/31/1984, conforming to VS2-NA rules, including the following: Aquila; Chevron; Crossle; Lola T-490, T-492, T-590, T-592, T-592S; March; Martin, MRC/81 (Mariah); Ocelot; Robinson; RoyaleS2000M, RP37; Tiga SC78, SC79, SC80, SC81, SC82, SC83, SC84.

VS2: S2000 cars produced between 1/1/1985 and 12/31/1986 and continuation models in production after 1/1/1987 conforming to VS2-NA

rules. Cars include the following: Apache; Lola T-594, T-596, T-598, T-86/90; Royale RP38, RP42; Shrike P15; Swift DB-2; Tiga SC85, SC86, SC87.

2.3.7. Formula Ford Challenge Series

HF: Historic Formula Ford, first generation, 1967-1972, specific list of eligible chassis per Formula Ford Challenge Series Rules

CF: Club Ford, second generation, post-1972 with outboard suspension on at least one end as originally manufactured. Specific list of eligible chassis per Formula Ford Challenge Series Rules.

PCF: Post-Club Ford. Third generation raced after the 1981 season using front and rear inboard suspension and vertical dampers not activated by bell cranks. Specific list of eligible chassis per Formula Ford Challenge Series Rules. Other post-1981 cars may be accepted at the sole discretion of the FFCS Executive Committee.

2.3.8. Formula Vee

FVv: Formula Vee through 1970, and Formula SAAB
FVH: Formula Vee 1970-1980 subject to following provisions:

- Must have working fan, including shroud, working generator, and tires shall be the treaded tires as specified for all pre-1970 Formula Vee's.
- Cars with zero-roll suspension with twin shock/spring units are eligible, but cars with the later "mono-spring" suspension are not eligible.

2.3.9. Formula Junior

FJF: Front-engined Formula Junior
FJR: Rear-engined Formula Junior, disc or drum brakes

2.3.10. Other Formula cars

FB: Through 1971, Formula B 1600cc 2-valve, and Formula 2
F1v: Formula 1 through 1965
F3v: 500cc Formula 3
F3H: 1964-1973 Formula 3, 1000cc and 1600cc
F5: 1968-1976 Formula 5000
F: Post-1981 Formula Fords through 1992 that are ineligible to participate in the Formula Ford Challenge Series

2.3.11. Sports Renault (Class: SR)

- (GEN 1) 1.7L Renault powered Sports Racers
- Renault 1.7 powered only (no Ford engines)
- Manual gearbox only (no sequential)
- Must run treaded tires per VRG Tire Rules
- Cars must conform to the 1984 SCCA rules for Sports Renault

2.4. Exceptions may be made for individual cars on a case-by-case basis at selected events, by the VRG Event Chairman.

3. SAFETY REQUIREMENTS

3.1. Driver Equipment: It is recommended that drivers follow the manufacturer's recertification, inspection and replacement criteria for the suit, underwear, gloves, shoes, socks and head and neck restraints described in this section.

3.1.1. Helmet: Must meet Snell "SA" specification, of no more than eleven years prior, as evidenced by Snell Foundation sticker inside the helmet, or equivalent FIA specification 8859. SA2015 helmets will be accepted until 12/31/2026 and SA2020 helmets will be accepted until 12/31/2031. Helmets produced prior to SA2015 and motorcycle (Snell "M" spec) helmets are not accepted. The helmet must be in perfect condition, with no evidence of previous impacts. Full-face helmets are required in open cars and recommended in closed cars.

3.1.2. Eye protection: A full face shield is required in open cars. Goggles or a face shield are highly recommended in closed cars. It is recommended that eyeglasses, if worn, should have safety glass lenses.

3.1.3. Suit: All drivers are required to wear a racing suit made of approved fire-resistant material that covers the body from neck to wrists and ankles. The material must be approved by SFI, FIA, SCCA, or ASN. Three layers of fire-resistant material are required, which may be obtained by a 2-layer suit with underwear, or a 3-layer suit. One-piece suits are highly recommended. A 3-layer suit, which meets or exceeds SFI 3.2A-5 specification (or FIA 8856), worn with underwear, is highly recommended.

3.1.4. Underwear: Long-sleeve underwear of approved fire-resistant material must be worn under all two-layer suits and is highly recommended under all other suits.

3.1.5. Gloves of a fire-resistant material are required. Two-layer gloves are recommended. Gloves may have leather-covered palms.

3.1.6. Shoes must be of fire-resistant material, or leather. Rubber or nylon is not allowed in the shoe upper. Rubber outer soles are allowed

3.1.7. Socks must be of a fire-resistant material.

3.1.8. Condition and Type of Clothing All of the above clothing must be in good condition, clean, free of excessive oil stains, not torn or frayed, with no holes or gaps. Other clothing, made up in whole or in part of nylon, rayon, polyester, or any other synthetic non-fire-resistant material, may not be worn while racing.

3.1.9. Head and neck restraints, such as the HANS device, NecksGen, or Safety Solutions are mandatory. Devices must meet SFI 38.1 or FIA 8858 standards.

3.2. Vehicle Equipment

3.2.1. Rollover Protection

3.2.1.1. Roll bars are required for all vehicles. The roll bar should be of sufficient height to protect the driver in the event of a roll-over. In an open car, the roll bar should extend a minimum of 2" above the driver's helmet, with driver seated in normal position. Any exemption for Monoposto Classic cars is at the sole discretion of the Chief of Tech for the event. In an enclosed car, the rollover structure should extend 2" above the helmet, or as close as practical along the inside of the roof. Roll bar design, materials, and fabrication must be consistent with sound engineering practice, and excellent workmanship. The SCCA "General Competition Rules" (GCR) for 1979, or SCCA "Vintage" GCR, is recommended for reference.

3.2.1.2. Side intrusion protection is permitted and highly recommended.

3.2.1.3. The number, and location, of supplemental braces is not specifically limited; however, bracing which appears to be intended solely for chassis stiffening and superfluous to driver protection may be disallowed.

3.2.1.4. All parts of the roll bar that may come in contact with the driver's helmet, must be padded with SFI 45.1 or FIA Type A high-density roll bar padding. Period colors are preferred.

3.2.1.5. Rollover protection as described above, should not substantially alter the original vintage character, style, or spirit of the car.

3.2.2. Driver Restraints - It is recommended that the owner of the car follow the manufacturer's recertification, inspection and replacement dates for the driver restraint items described in this section.

3.2.2.1. Seat: The driver's seat is an integral part of driver protection. All drivers' seats must provide secure support for the driver in the case of high impact loads associated with a vehicle crash. The use of contemporary racing seats is permitted. Period colors are preferred. Seats must be securely fastened to the vehicle frame, rollover structure, and/or vehicle floor. Seats fastened to sheet-metal floors must have substantial backing washers. Seats fastened solely to wooden floorboards will not be allowed.

3.2.2.2. Head restraint: There should be a substantial, padded head restraint within 3" (or less) of the back of the driver's helmet. This restraint may be part of the seat, roll bar, or bodywork.

3.2.2.3. Belts: A five-point (minimum) racing harness is required for all cars. Lap and shoulder belts must meet current SFI or FIA standards, with date tags in place; anti-submarine straps must be 2" wide minimum. Y-type shoulder straps will not be permitted. Six-point harnesses are highly recommended for all cars where the driver is seated in a semi-reclining position. Buckles shall be quick-release type, with metal-to-metal latches. All belts must be in excellent or as-new condition, and must not be frayed, visibly worn, or faded. Belts must not be older than the expiration date specified on the manufacturer's dated label.

3.2.2.4. Belt mounting: Mounting geometry and hardware must conform to the belt manufacturer's specifications. Where possible, all belts should be mounted to substantial frame members or the roll bar structure of the vehicle. In the case of sheet metal mountings, a 1/8" thick backing washer, 3" diameter, or plate of at least 9 square inches must be used. The mounting hardware and all attachment points must exceed the strength of the belt itself. Mounting eyes must be forged or welded closed. The minimum acceptable bolts used in the mounting of all belts and harnesses are as recommended by the manufacturer, or 3/8" diameter SAE Grade 5 at a minimum.

3.2.2.5. Arm restraints: Arm restraints are required in all open cars. For closed cars (coupes and sedans), a restraint on the arm closest to the window is required, or a window net (restraint is preferred).

3.2.3. Fire Suppression - It is recommended that the owner of the car follow the

manufacturer's recertification, inspection and replacement dates for the fire suppression items described in this section.

3.2.3.1. Extinguisher: The minimum requirement is a 2 lb. dry chemical hand-held fire extinguisher, AFFF, FE-36, 3M Novec, or equivalent. This must be securely mounted in the cockpit within reach of the driver while belted in. The extinguisher must have a charge indicator which indicates “full”.

3.2.3.2. Systems: On-board fire suppression systems (“fire bottles”) are highly recommended. An emergency label (red “E”) must appear on the outside of the car, indicating the activation point for all on-board systems. The activation point must be within reach of the driver while belted-in and should be accessible by a safety worker from outside the vehicle.

3.2.3.3. Firewall: The cockpit of the vehicle must be separated from the engine compartment, and fuel tank, by firewalls. Some exceptions may be allowed for fuel cells in certain formula and sports-racing cars. The firewall(s) and floor of the vehicle must prevent the passage of flame, fluid, and debris into the cockpit. All holes must be properly sealed. Larger holes must be sealed with metal.

3.2.4. Fuel Containment - It is recommended that the owner of the car follow the manufacturer's recertification, inspection and replacement dates for the fuel containment items described in this section.

3.2.4.1. Fuel cells in a metal container are required for all cars older than 1973, and any car manufactured between 1973 and 1993, where the factory fuel tank is not located entirely ahead of the rear axle and behind the front axle. FIA FT3 specification cells, or equal, with either the certification printed, or FIA hologram bonded to their surface, are required. For fuel cells not contained within the body structure, the bottom of the fuel cell should have a minimum of 6” of ground clearance. The mounting must be strong enough to resist impact forces during an accident.

3.2.4.2. Filler caps: All fuel filler caps must be securely fastened so as not to open during impact. Quick-release “Monza” type caps must be safety-wired shut.

3.2.4.3. Fuel filters having glass housings are not permitted.

3.2.5. Electrical System

3.2.5.1. Isolation: A cut-off switch is required on all cars. The switch

should be accessible to the driver, while belted in, and must be accessible to safety workers from outside the car. The location must be clearly marked, preferably with the FIA sticker (red spark on blue triangle, “lightning bolt”). The cut-off switch must isolate the battery, must disable the ignition, must disable any electric fuel pumps, and must disable the charging system, so that the car is unable to start or continue running.

3.2.5.2. Battery: All batteries must be securely mounted and retained by a metal hold-down. The “hot” terminal must be properly insulated. Batteries mounted in the driver’s compartment must be a leak-proof type, have leak-proof caps, or be fully contained in a leak-proof container.

3.2.5.3. Insulation: All electrically “hot” terminals should be insulated: battery, cut-out switch terminals (if wired in “hot” side of circuit), starter solenoid terminals, etc.

3.2.5.4. Wiring: the wiring harness must be in good condition, with no signs of chafing, wear, or brittleness. All wires must be securely mounted with wire ties or clamps to prevent chafing. Wherever wires pass through metal bulkheads, proper grommets must be used to prevent shorting.

3.2.5.5. Fuel Pump Switch: It is recommended that electric fuel pumps be wired through a low oil-pressure switch, or inertia-activated switch, which disconnects power to the pump in the event of an accident.

3.2.6. Engine, Gearbox, Differential

3.2.6.1. Throttle return springs: There must be a minimum of two (2) throttle return springs, external to the carburetor or fuel injection throttle, each capable on its own of closing the carburetor butterflies. In the case of multiple carburetors, each carburetor must have its own external throttle return spring.

3.2.6.2. Fluid overflow protection: All engine breathers must lead to a catch can of at least one quart capacity. It is recommended that gearbox breathers also have a catch can. Cooling system overflow must be contained in a catch can of at least one quart capacity. Fuel overflows should not be contained in any catch cans. No oil, coolant, fuel, or fluid leaks of any kind will be permitted.

3.2.6.3. Drain plugs: The engine oil, transmission oil, and differential oil drain plugs must be safety wired. It is recommended that all other drain plugs be safety wired also (radiator, etc.).

3.2.6.4. Coolant: Water pump lube, “water wetter”, and anti-corrosion additives are acceptable.

3.2.6.5. Flywheel/clutch: It is recommended that a scatter shield or explosion-proof bell housing be fitted to all cars where the failure of the clutch or flywheel could result in a hazard to the driver. Refer to SCCA GCR for recommended design.

3.2.6.6. Drive shaft: It is recommended that all front-engine, rear-wheel-drive cars have a safety hoop enclosing the drive shaft, to protect the driver in the event of u-joint failure.

3.2.7. Suspension and steering

3.2.7.1. No part of the suspension or steering may have excessive play or looseness. All suspension components must be in excellent or like-new condition. It is highly recommended that all suspension and steering parts be crack tested on a regular basis (Magnaflux, dye penetrant, x-ray, etc.).

3.2.7.2. Captive washers are required over all open-ended spherical ball joints (“Heim” joints).

3.2.7.3. It is recommended that wood-rim steering wheels be replaced with metal-rim wheels.

3.2.8. Braking system

3.2.8.1. Dual braking systems are required. This may be accomplished with dual master cylinders, a tandem master cylinder, or a single master cylinder plus mechanical emergency brake.

3.2.8.2. All braking systems must be in perfect condition, with no evidence of fluid leaks, cracked or distressed parts, or any malfunction of any type. Hydraulic lines and hoses must be in excellent or as-new condition throughout.

3.2.8.3. All cars, except formula cars, must have at least one red brake light in working order. Two are recommended. Formula cars must have a working rain light and may also have a brake light.

3.2.9. Wheels and tires

3.2.9.1. Wire wheels must be in perfect condition, with no missing, broken, or loose spokes. Replacement wire wheels may have more spokes than originals, for added strength.

3.2.9.2. All **wheels** must be free of cracks. Regular crack testing is recommended.

3.2.9.3. Lug nuts should be of the “open” type for verification of thread engagement. Owners may be required to remove “acorn” style enclosed nuts at Tech Inspection, to verify thread engagement.

3.2.9.4. Modern aftermarket racing wheels (subject to size restrictions) which have a period appearance are permitted and encouraged to replace originals where the original wheel is known to be weak and prone to failure.

3.2.9.5. Tires must have at least 2/32” of measurable tread, across the entire tread width. Tires must be of a type designated for racing, or a street tire with a DOT speed rating appropriate to the particular vehicle under racing conditions.

3.2.10. Body, chassis, and lighting

3.2.10.1. All **body panels** must be securely mounted. Engine hoods and trunk lids must be secure. Engine hoods should have redundant closures.

3.2.10.2. Exhaust systems must exit outside the car and behind the driver. Exhaust components must be securely attached to the vehicle.

3.2.10.3. A transparent **windscreen** capable of deflecting debris away from the driver, is required.

3.2.10.4. Mirrors: The minimum requirement is two mirrors, which provide visibility along both sides and the rear of the car. Insufficient mirrors, in the judgment of the Chief of Tech, may require immediate rectification.

3.2.10.5. All cars without an exposed roll bar must have substantial **tow hooks** mounted to the front and rear of the vehicle. The eye should have a 2” diameter opening, minimum.

3.2.10.6. Headlights, and all glass lenses, must be taped. Brake lights must remain visible if taped (clear tape).

3.2.10.7. Brake lights and **rain lights** are required per **Section 3.2.8.3**

3.2.10.8. Rigid (metal, fiberglass, etc.) **tonneaus**, covering the passenger compartment beside the driver, are not permitted, except the case of certain sports-racing cars which were originally so equipped (Jaguar D, Lotus XI Le Mans). Fabric tonneau covers are allowed.

3.2.10.9. Undertrays, where fitted, must have drain holes.

3.2.10.10. It is highly recommended that **wooden floorboards** be replaced with

metal floors.

3.3. Technical Inspection - Regular inspection and compliance with safety requirements is the responsibility of the car owner. An inspection will be performed by VRG Technical Inspectors on every car at each VRG event (scrutineering). All cars must pass “Tech” before entering the track.

The inspection may consist of items above, plus other items at the discretion of the Chief of Tech for the event. The Chief of Tech for the event has the final authority to reject any car as unsuitable for competition.

3.4. Log Book

3.4.1. Requirement: All cars are required to have a vintage logbook. A logbook from any VMC recognized vintage club, or a VRG logbook, is acceptable. The logbook must be presented at Tech Inspection at every VRG event entered.

3.4.2. Purpose: The purpose of the logbook is to record an accurate history of events attended, tech/safety inspections performed, defects found (if any) and a date/event by which any defects must be corrected. It provides information to quickly verify the identity of the car, its basic specifications and a record of ownership.

3.4.3. Procedure at time of Tech Inspection: During inspection of a vehicle, if any deviation from VRG Rules & Regulations is found, it will be noted in the vehicle’s logbook. The Tech Inspector will also note when the defect must be corrected.

3.4.4. Logbook from another club: A car should have one, and only one, vintage logbook. Since VRG accepts and uses logbooks from other VMC-recognized clubs, a VRG logbook will not be issued to a car which has a logbook from another club.

3.4.5. VRG logbooks: A VRG logbook may be issued to eligible cars which do not have an existing logbook from another club, or as a replacement for a full logbook.

3.4.5.1. General: A VRG logbook is associated with the vehicle, not the owner/driver.

3.4.5.2. Application Procedure: Log books will only be issued at specific events during the VRG season; these events will be denoted on the VRG Events page as “Log Book Issuing Events”. All applications for a log book shall be submitted prior to the issuing event. Any requests for a log book at the event, without prior submission of a form, are subject to time and availability of the VRG Log Book

volunteers.

The car owner must submit a completed Log Book Request Form, located at: https://vrgonline.org/online-log-book-form. The online form captures all necessary vehicle information and allows for attaching photos of the vehicle - one, ¾ front and one ¾ rear, showing all four sides of the car; photos shall be of the car in race trim and on the ground - not in a trailer, in a state of disassembly, or on jack stands. A paper form may still be submitted, including the previously described photos; a download of the paper form is linked at the top of the VRG Log Book page at: https://vrgonline.org/log-books/. However, if submitting a paper form, you must still complete the online form submission to reserve time for log book issuance at the event.

The applicant will be contacted by the VRG Log Book committee prior to their selected issuing event, to coordinate time, to confirm attendance, and to coordinate for VRG Technical and Eligibility inspections. Upon successful completion of both VRG Tech and Eligibility inspections, the attending Log Book volunteer will complete the necessary vehicle, owner, and driver information in the log book, affix photos, and obtain signatures from VRG Tech and Eligibility representatives, issue a log book number, emboss and issue log book to vehicle owner.

4. Performance Modifications

4.1. General: Performance modifications must be in keeping with those available during the period of eligibility. For VRG Production Car and Sedan Classes, the “period” is defined as pre-1993. Modifications which improve reliability, durability, strength, or convenience without significantly improving performance will be allowed when they do not visibly detract from the vintage character of the vehicle.

4.1.1. Updating/backdating OEM equipment: Updating and backdating within a single model is permitted. However, updates to Production Cars and Sedans beyond 1992 are not allowed.

4.1.2. Upgrading within a model: Upgrading to period-correct OEM optional equipment, option packages, state of tune, or other designation within a single model is permitted. However, such alterations may result in reclassification of the car. Examples are Alfa Normale to Veloce; Aston Martin to Vantage spec; Corvette small block to big block; etc. However, owners are urged to discuss any such upgrades with the VRG Eligibility Committee, to determine when the alternative is actually a different model rather than a variation of a single model.

4.1.3. Aftermarket equipment: Period aftermarket equipment is permitted,

subject to the detailed rules herein. Major aftermarket upgrades (e.g., period superchargers) may result in reclassification of the car. Modern reproductions of period aftermarket equipment are allowed, provided the modern reproduction is identical to the original period device. Modern aftermarket equipment which has no historical precedent, in period, will not be permitted.

4.1.4. General dimensions: Original wheelbase, track width (subject to modification permissible under Section 4.10.1 below), overall length, height, and width of car must be maintained.

4.1.5. Weight: All production cars must adhere to minimum weights, as recognized by period SCCA PCS or OEM listed curb weight. Formula cars and sports-racers must adhere to period weight specifications for their type, where applicable. Cars which have been significantly lightened must be identified by the owner on the race entry form and are subject to reclassification. Undeclared, lightened vehicles will be considered grounds for serious disciplinary action.

4.2. Engine:

4.2.1. General: The engine must be the type, size, and design as originally fitted to this model by the manufacturer, or a listed option, and must be in the original location. Alternatively, Engine may be replaced by any standard or optional OEM engine offered within the same body style/model series. In addition, any replacement engine must be of a design that was offered by the OEM prior to the 1993 model year. In unusual cases where an original engine is unavailable, any substitute engine must have prior written approval by VRG and must be period alternate. In the case of non-production cars or “specials”, the engine should be a type that was originally used in that car during the period. In the case of certain racing classes with specific rules, such as Formula Junior, Formula Ford, etc., engines must conform to the period rules of that class.

4.2.2. Displacement: The engine must be the original displacement available in that model, with maximum overbore of 0.040” (bores up to 3.5”) or 0.060” (bores over 3.5”). Stroke may not be altered from original. The owner must declare the precise, actual displacement (including overbore) of his/her engine on the race entry form. Undeclared oversize engines will be considered grounds for serious disciplinary action.

4.2.3. Construction: The engine block, cylinder barrels, and crankcase must be the same type, material, size, and design as originally provided by the vehicle manufacturer. The number and location of main bearings may not be altered. Cylinder heads must be the original type, material, and design, or must have been available from the OEM as a factory-installed or dealer-installed option, or over-the-counter manufacturer approved

performance item. The number and location of valves may not be altered. Modern aftermarket blocks and heads are prohibited.

4.2.4. Internal components: Within the limits of the original block, crankcase, and head, substitute internal components are permitted: pistons, rods, bearings, cam(s), and valves. Modern aftermarket internal components (Carillo, Venolia, Crane, Isky, etc) are allowed. Valve train components may be replaced with aftermarket parts of the same type as original.

4.2.5. Internal modifications: Engine modifications such as porting, lightening, balancing, blueprinting are allowed but limited to those available and commonly done in the period. Modifications beyond these may result in reclassification of the car.

4.2.6. Lubrication systems: Addition of oil coolers and supplemental filters is allowed. Addition of external pressurizing system ("Accusump") is allowed. Oil pans and pumps may be modified or replaced by aftermarket parts. Conversion from wet sump to dry sump system is not allowed, except in VRG Class TA.

4.3. Fuel, Induction System and Exhaust:

4.3.1. Fuel: Commercially available gasoline must be used. Addition of compounds containing oxygen or nitrogen is prohibited.

4.3.2. Induction system: The system of induction (carburetors, fuel injection) must be the type originally offered by the vehicle manufacturer for this model. Modern aftermarket induction systems are prohibited, unless identical in design and appearance to period-produced aftermarket systems and have prior written approval of the Eligibility Committee. Carburetors must be of the original type (downdraft, sidedraft) as listed by the manufacturer for that model. The original number of throttles (butterflies) must be maintained. Substitution of a different make or size of carburetor (Weber for SU, Holley for Rochester, 2" for 1-3/4") may result in reclassification of the car.

4.3.3. Forced induction systems: Modern aftermarket forced induction systems are not permitted. OEM superchargers or turbochargers are allowed, if homologated by the vehicle manufacturer in the period. Period aftermarket superchargers (Judson, Shorrock, Wade) may be allowed if historically accurate, with prior written approval by VRG, and subject to reclassification of the car.

4.3.4. Exhaust systems are free. Tubular headers, open exhausts, "free flow" exhausts are allowed. Modern aftermarket components may be utilized. Note that local sound restrictions may be in place at some events.

4.4. Ignition and Electrical System:

4.4.1. Ignition: Must be of original type and design as provided by the manufacturer for that car/model. Electronic ignition is allowed, but the spark must be triggered and distributed from inside the distributor (no crank triggers). Modern aftermarket components (coils, spark plugs, wires, etc.) are allowed. Rev limiters are allowed and suggested for safety reasons.

4.4.2. Electrical: It is recommended that all cars be fitted with a working charging system. Generators may be replaced by alternators. Modern aftermarket alternators are allowed.

4.5. Clutch, Transmission and Final Drive

4.5.1. General: The clutch and transmission are free as long as the transmission contains the same number of forward gears as originally fitted by the vehicle manufacturer.

4.5.2. Transmission: The gearbox must have the same number of forward speeds as supplied by the manufacturer or homologated as an option for that model. Ratios are free. Reverse must work (driver actuated lockout is permitted).

4.5.3. Final drive: Ratios are free. Limited-slip differentials may be fitted, if originally available from the vehicle manufacturer or as a period aftermarket device. The original casing must be retained, but internals are free. Modern aftermarket axles and wheel bearings may be used.

4.6. Suspension and Steering:

4.6.1. General: The system of suspension and steering must be as originally fitted by the manufacturer. Replacement components of the same type are allowed.

4.6.2. Suspension: Spring type (coil, leaf) and shock type (telescopic, lever) must be as originally fitted by the manufacturer. Spring and damper rates are free. All suspension components must attach to the original mounting locations (altering of pick-up points is prohibited). Anti-roll bars are free. Alignment settings are free, within the confines of the original pick-up points. Cars may be lowered no more than 1” from original factory ride height. Cars with leaf springs may add longitudinal locating devices (traction bar, torque arm). Cars with live axles may add lateral locating devices (Panhard or Watts). Suspension component swaps are permitted as long as factory pick-up points are retained and stock geometry is maintained.

4.6.3. Steering: The original type (cam & peg, worm & roller, etc.) as supplied by the manufacturer may not be changed. Steering ratios are free. Components may be upgraded for safety.

4.7. Brakes: Brakes are free, with the limitation that they must fit within an OEM wheel (without spacers) for the car.

4.8. Wheels:

4.8.1. General: Changes in wheel construction must increase strength, rather than simply reduce weight, of the wheel.

4.8.2. VRG Production Car Classes and Sedan Classes: Wheel Diameter may be OEM (including optional OEM wheels) or may be increased or decreased by 1" from OEM.

NOTE: Section 4.7 (brakes) shall continue to apply to the OEM wheel diameter, even if alternative diameter wheels are fitted.

Rim widths may be increased 1.5" over maximum original or optional wheel rim. Period-looking aftermarket wheels that meet these dimensional standards are acceptable. Wire wheels may be replaced with those having more spokes (72 replacing 60, 60 replacing 48) as long as legal rim width and offset are maintained.

4.8.3. VRG Formula Car Classes: Wheel diameter, rim width, and construction must conform to Monoposto Classic rules for the car.

4.9. Tires: Please refer to VRG Tire Rules PDF available for download at: VRG Tire Rules PDF

4.10. Body, Interior and General Appearance:

4.10.1. Body: Flares are allowed, however the OEM wheel width (as modified by 4.8.2 above) is required. Total track width (Front and Rear) may not increase more than 2" from stock. Aerodynamic devices (air dams, spoilers, rear wings) are allowed only as offered by the OEM, or as raced in period. Documentation may be required. Original-looking exterior trim, such as grills, must be in place. Bumpers may be removed. On open cars, windshields may be removed if replaced by a suitable transparent windscreen in front of the driver. Where originally supplied, headlights should be fitted and taped. Commercial decals are permitted if the car appears as it did in period. Modern (contemporary) advertising is not allowed. Convertible tops (soft) should be removed. Detachable hard tops are subject to approval of the fastening method by the Chief of Tech.

4.10.2. Interior: Interiors of all cars must appear neat and finished. Carpeting, floor mats, and any loose trim (boot covers, sidescreen bags, etc.) should be removed for racing. Additional gauges, and modern

replacement gauges, are permitted but the overall dashboard should have a period appearance. Side door glass may be removed from closed cars.

4.10.3. Race numbers: Numbers must be of a size, stroke, and color that makes them legible, at a glance, to timing & scoring officials. Static-cling or magnetic numbers should not be used.

4.10.4. General presentation: Cars must be presented in a clean, neat condition. Dents, rippled panels, unrepaired accident damage, and visible rust are not permitted. Panels may not be finished in primer, unless originally raced that way. Advertising, logos and paint schemes must be period-appropriate in their presentation and appearance.

5. RULES OF THE ROAD

5.1 Why we need Rules of the Road: It is our goal to make VRG events enjoyable and safe. It is expected that all drivers will race wheel-to-wheel without ever contacting other race cars, going 4-off and/or contacting anything. These Rules of the Road have been established to help everyone know how our drivers are expected to make decisions on track and guide our Driver Committee when investigating incidents (see Section 6.1, below). The most important factors in safe racing are situational awareness, car control, good judgment, and driver attitude. A failure of a driver to observe any of those factors usually results in an incident.

5.2 Driver Attitude: Vintage racing is different from most other forms of auto racing. Vintage race groups are made up of cars and drivers that have very different speed potential. This means that regardless of you or your car's speed potential, you must understand and accept these differences and be willing to adjust your driving to accommodate. Your attitude must demonstrate respect for our rules and your fellow drivers. Good attitude is also required off-track in our behavior toward others: drivers, event staff, crews, and spectators. Verbal and/or physical abuse is not acceptable and such incidents may be referred to the Driver Committee for investigation. The Driver Committee may consider attitude as a factor when deciding penalties.

5.3 Avoidance of Contact and Damage: Drivers in VRG events are expected to make all reasonable efforts to avoid contact with anything (cars, barriers, etc.), damaging cars and avoid injuring themselves or others. Such efforts require maintaining a high degree of situational awareness, a high degree of car control and exercise of good judgment at all times when on track. Behavior resulting in contact and any resulting damage or personal injury cannot be tolerated and such incidents will be investigated by the Driver Committee.

5.4 Passing and Being Passed: All drivers competing at VRG events have a responsibility to be fully aware of cars that may be ahead, behind, and alongside their

car. When two or more drivers are racing in close proximity, they all share responsibility for one another's safety and avoiding contact.

It is the responsibility of the driver of the passing car to exercise good judgment and situational awareness to determine when and where to complete a clean, safe pass. The fact that your car is being driven faster than the car ahead does not automatically entitle you to pass.

When you are driving the passing car, the car being passed has the right of way, even if the blue flag (blue w/ yellow diagonal) has been shown to the slower driver.

Approaching a turn, a pass should only be attempted when it can reasonably be expected that the other driver is aware of your presence and there is adequate racing room so that the pass can occur without contact and without squeezing another car off the track. Evidence of that expectation could include:

- Clear point-by yielding the corner.
- "Body language" such as eye contact in mirror or head movement
- Personal familiarity with the driving style of the other driver

If there is any doubt that the driver you are planning to pass is not aware of your intentions. DON'T! Wait until the following straight or another better opportunity to attempt the pass.

As the driver being passed, the preferred way to indicate to another driver that you are yielding the corner is with a point-by. A point-by is valid from the point given until the turn-in point for the corner at the end of the next straight. After giving a point-by stay on your normal line while still leaving adequate racing room to avoid contact with the other driver's car in the corner.

BE PREDICTABLE

If you do not yield the corner with a point-by or choose to contest the corner, situational awareness and good judgment requires all drivers to be aware of all cars in close proximity to them and drive in a way to avoid contact and leave racing room for everyone. This means as you enter and drive through a corner it is assumed that the drivers involved are aware of each other's presence and of their personal responsibilities for one another's safety.

Failure to observe these passing rules can result in incidents that will be investigated by the Driver Committee.

5.5 Blocking: When racing for position drivers may make one move to adopt a defensive line so as to make a pass more difficult. Drivers may not weave back and forth or make sudden moves off their normal line. When in close proximity a driver may not move in such a way as to force another driver off the track. Such moves constitute

illegal blocking, and if reported may be investigated by the Driver Committee.

5.6. Responsibilities after Contact, Spins or 4-Offs: At any time in any session, drivers who lose control of their car resulting in a **Contact**, **Spin** or **4-Wheels Off** the race surface must abide by the following:

- You must immediately report to the Black Flag Steward if you have **contact** with anything during any session (Practice, Qualifying or Race).
- During **Practice** or **Qualifying** sessions, if you go 4-off or spin, you must self-report to the Black Flag Steward immediately (unless due to a controlled maneuver to avoid another car). Lack of reporting to Black Flag practice or qualifying, and unsafe re-entries reported by a corner workers will be referred to Driver Committee for investigation.
- During a **Race** session, if you go 4-off or spin you may continue the race with a safe re-entry. Unsafe re-entries reported by a corner workers will be referred to Driver Committee for investigation.
- Spin is defined as vehicle rotation of approximately 90 degrees (perpendicular to the race line), or more.

5.7. Responsibilities if Your Car is Damaged and Undriveable: If your car is damaged and undrivable, but not on fire, stay in the car and follow the directions of the corner marshal.

If there is a fire or indication of a threat of fire, get out of the car as quickly as possible, activate the fire suppression system and turn off the master electrical switch. Once out of the car move to a safe location away from where another car coming off the track could hit you. Follow the directions of the corner marshal.

If you are or appear to be injured, the race medical team will evaluate your condition and take appropriate steps to care for your physical well-being.

Your damaged car will be removed to the impound area for examination by the Driver Committee. Do not allow anyone to make any repairs or remove any tire marks from your car until the Driver Committee has inspected your car. As soon as you are able, report to the Driver Committee.

5.8 Gridding: Gridding will be done by a car's fastest time of the weekend allowing for safer starts. If you are uncomfortable being gridded towards the front, please ask to be moved to the rear. Crew members must begin to clear the grid at the 3-minute mark and all drivers not in their grid spot at the 3-minute mark will be gridded at the rear. Any driver who is not ready or whose crew has not cleared the grid at the one-minute signal will be held until the ENTIRE field leaves the grid. The driver with the fastest time (on pole) will let the grid workers know which side they want to be on.

5.9 Start and Restart Procedures: For race starts, the driver on pole controls the speed of the pack approaching the green flag at Start/Finish. It should be a steady speed as set by the Pace Car before it pulls into the pits, but not faster. The car sharing the front row with the pole car must stay even with the pole car. All other cars must stay in line with the car in front and maintain a gap of no more than 2 car lengths until the green flag is waved at Start/Finish.

For restarts during a race, the first car in line (regardless of its position in the race or relative speed) will be released from the pits to lead the field on a single file pace lap under Full Course Yellow conditions. The leader will maintain pace lap speed but not faster until the green flag is waved. In all cases you don't have to wait to cross Start/Finish to begin passing once the green flag is waved.

Any driver who is uncomfortable leading the field on a pace lap can alert the pit marshal, move to the side, and be released at the back of the field.

Race Starts and Restarts are dangerous because of heavy traffic typical of the first few laps. Therefore, it is imperative that drivers not make any rapid line changes without first being sure that they are not going to move into the path of another car to cause car-to-car contact.

ALWAYS BE PREDICTABLE

During restart of a practice or qualifying session, cars will be released from the pits under "No Flag" conditions (i.e., green flag, clear course, passing allowed).

6. DRIVER DISCIPLINE

6.1 Driver Committee: The Driver Committee has been established by the VRG Board to review on-track incidents to establish the facts related to an incident and identify fault if any exists. The Driver Committee consists of an appointed Chair and other seasoned VRG racers who have a deep understanding of racing and the philosophy of VRG, and who exhibit the necessary experience and judgment to review and assess racing incidents, incidents in the paddock, and any demonstration of unsportsmanlike conduct by a driver. The duties of the Driver Committee are to:

- Investigate all racing incidents where there is a loss of control, car damage or personal injury, as well as any other incident that may affect the safety of VRG competitors or track officials as referred to them by VRG Race Control or other VRG Race Officials.
- Review the facts of the incident including:
- Taking and processing statements by drivers, workers and any medical personnel

- Inspecting car damage with the help of qualified technical personnel as needed
- Examining photographs or video recordings of the incident
- Gathering and reviewing other sources of information as the committee deems appropriate
- Assess the contribution of each driver involved in the incident to determine the contributing factors of the incident and what level of driver discipline, if any, needs to be applied to each driver. In assessing the contribution, the committee may be guided by:
- The behavior and attitude of the driver(s) involved (e.g., over aggressiveness, lack of situational awareness, etc.)
- The judgment and decision making exercised by the drivers involved in the incident
- The incident type, as described in Section 6.2, below, based on the available facts
- The relative racing experience of the driver(s) involved
- Prior incidents or disciplinary actions involving the driver(s)

6.2. Types of Incidents: Most incidents can be categorized into one of three types.

- Victim of Circumstance
- Lack of Situational Awareness, Poor Judgement or Lack of Car Control
- Overly Aggressive Driving

6.2.1. Victim of Circumstance: Examples of this include mechanical failure, damage resulting from incident avoidance maneuvers, emergent track condition prior to being flagged. This type of incident can be very serious and can involve others. They will be carefully reviewed by the Driver Committee to determine that the driver(s) involved did not contribute to making the incident worse than it needed to be.

6.2.2. Lack of Situational Awareness, Poor Judgment or Loss of Car Control: If it is determined by the Driver Committee that a driver has caused or contributes to an incident through lack of situational awareness, poor judgment or avoidable loss of car control appropriate penalties will be assessed by the Committee.

6.2.3. Over Aggressive Driving: When a driver is believed to have been overly aggressive such as attempting a low probability / high risk move with or without damage to any car, that driver will be reported to the Chief Steward and directed to the Driver Committee.

6.3 Penalty Actions: The Driver Committee team will report its findings and recommendations to the Driver Committee Chair and Chief Steward for all incidents. In making their recommendations, the committee will make every effort to be fair and consistent based on the facts of each case. The Driver Committee Chair and the Chief Steward are jointly responsible for considering the recommendation, finalizing the decision, and implementing any disciplinary action.

Should a driver be found at fault in an incident, penalties ranging from loss of track time up to probation or license suspension may be determined. The purpose of a penalty is to encourage a change in driver behavior. In certain extreme cases the penalty may be revocation of their VRG competition license or banishment from VRG events. Additionally, the Chair of the Driver Committee may refer extreme cases to the VRG Board of Directors. The Chair of the Driver Committee is responsible for reporting probation and suspension infractions to the VMC.

Definitions:

Clean, Safe Pass: No car-to-car contact, no unnecessary changes in speed or direction by the overtaken car. In other words, no “drama”.

Damage: Any change in the condition of the car resulting from contact with another car or object. A tire mark is evidence of such damage.

VMC: As a member of the Vintage Motorsports Council (VMC) the Driver Committee of the Vintage Racer Group evaluates all incidents and infractions and when appropriate will issue a penalty to the offending driver(s). Penalties range from a warning up to a 13-month license suspension and are reported to VMC, so other VMC members clubs are aware of who has done what and can take that information into account prior to accepting a driver’s race entry at a future event.

Respect vs. Over Aggression: Auto racing, including Vintage Racing, is a sport relying on awareness, driving skill and respect. It is expected that VRG drivers will demonstrate a high degree of awareness, driving skill and respect when racing for position. This means that all passes and attempts to pass are clean and safe. Over aggression is defined as attempts to intimidate another driver, repeated moves to block another car, not leaving racing room,

attempting low probability/ high risk moves (such as “dive bombing” corners) and other actions that, in the opinion of the Driver Committee, go beyond the high degree of awareness, driving skill and respect that we expect. By this definition, drivers who do not know one another, or are unfamiliar with their driving styles, are expected to demonstrate a higher level of caution and respect for one another when driving in close proximity.

Situational Awareness: This requires all drivers to be fully aware of cars that are ahead, behind, or alongside their car. In addition, situational awareness requires monitoring changing environmental factors such as flag status, surface conditions, weather conditions,

etc. and adjusting their driving behavior in response to these changing conditions. Finally, drivers are expected to consistently monitor their personal performance as well as that of their car. If any personal or mechanical problem arises the driver is expected to signal, slow down, and come into the pits.

Car Control: This is defined as the ability to drive a race car safely and consistently on a track at racing speeds at or near its traction limits during high g-force maneuvers in cornering, braking and acceleration without spinning or leaving the road. Car control also includes the ability to bring a car back within its traction limits when, for whatever reason, they are exceeded.

Good vs. Poor Judgment: Good judgment is defined as making appropriate decisions based on a combination of a high degree of situational awareness, driving skill, and respect at all times - especially when in close proximity with other drivers. Good judgment results in great racing without incidents. Poor judgment results in more incidents and greater damage.

Close Proximity: This is defined as two or more cars being close enough, or soon will be close enough, that any sudden change such an unexpected change in direction, loss of control, or mechanical problem is likely to result in contact and/or leaving the road. When two or more drivers are racing in close proximity, they all share responsibility for one another's safety and avoiding contact. By this definition, at the start or re-start of a race, all cars in the field are in close proximity.

APPENDIX A

Special Provisions

General: Special provisions for individual makes & models are intended to allow modifications to overcome well-known, inherent limitations of original design that impact safety, strength, or reliability. Provisions will not be made to improve performance, or "level the playing field" for a specific model. Any member may request a special provision from the VRG Eligibility Committee. If granted, the provision will be documented for the benefit of others in this Appendix.

The current Special Provisions are:

1. **Elva Courier:** MGA rear axle assembly is allowed. Conversion of hubs to permit use of MGB 4.5 x 14" steel wheels is allowed.
2. **Porsche 356 (all years):** Use of later crankcase (356C, 912 types) is allowed. Engine displacement must remain correct for the year.
3. **Lotus 18:** conversion to VW gearbox is allowed.
4. **Mini:** The "Group 2" Wing Extension (p/n C-AJJ3316/AJJ3353 or equal) is allowed. Tires must not extend beyond this wing extension.
5. **BMW E30 M3** may swap to BMW E36 motor, however the motor must have been available before 1993 (up to 2.5L allowed, 2.8L and 3.0L not allowed). The car will now be classified (and potentially grouped) as an E36 BMW, in CP.
6. **Porsche 911, 924/944 and 914** are specifically allowed with their factory fuel tanks, unmodified and mounted in their original location. For 924/944, the rear bars of the roll cage must extend further to the rear than the fuel tank and some impact-absorbing material should be added to the spare tire well.