

Bulletin 2

Procedure for Approval of Alternate Car Preparation Standards for Groups 2 and 8

The purpose of this bulletin is to provide additional information about alternate types of Car Preparation that can be approved for Race Groups 2 and 8. Shown below is a section of our rules, located at <http://www.vscda.org/TechInfo/webtech2007.pdf> on page 10.

Preparation to Other GCRs - Groups 2, 6 and 8 (Production Cars)

VSCDA welcomes race cars prepared to 1972 and earlier rules not only from SCCA but also from other sanctioning bodies such as FIA, IMSA and etc. After approval, we place such period correct cars in appropriate race classes based on performance. For more information contact our Car Preparation Steward at CarPrepSteward@vintagerace.net

If you wish a car can be prepared to certain different rules or a different point in time, after a full review and approval by the Car Prep Steward or Chief of Tech. Such requests should be submitted 60 days before the first race to allow time for approval. The approved copy of “alternate regulations” must always be submitted at VSCDA Tech with the log book. Cars can only be prepared to one regulation and point in time. No mixing is allowed.

Explanation of Alternatives

Cars which race in the “traditional VSCDA classes” are expected to comply with the SCCA 1967 General Competition Rules (GCR). These are the classes which have existed in VSCDA for some years and are classes we considered to be era correct.

We realize there are other alternative rules which may be a better fit for certain cars, therefore the following alternatives are offered.

- The newly created Mod-1 and Mod-2 classes were added in 2007 because of the more liberal rules of some vintage sanctioning organizations, which are not era correct. Cars prepared to these other rules are frequently lighter, have non-original brakes, or have modified carburetion (such as Webers replacing original SU carburetors).

A table outlining the modifications allowed for VSCDA Mod-1 and MOD-2 classes is in our rules at <http://www.vscda.org/TechInfo/webtech2007.pdf> page 7. These rules are based on the 1965 SCCA GCR, from the section FIA Appendix J, (274 Group 3.b and 275 Group 4.a & b).

- Another available option is to prepare a car to a different “point in time” up through 1972. A good example of this might be a B or C Sedan with a small engine. They are normally expected to be prepared to the 1967 GCR. However starting in 1971, SCCA changed the minimum weight rule for B and C Sedans from “curb weight, minus fuel and driver” to a minimum weight which is calculated based on engine displacement and the head type. The factors listed below are multiplied by the actual engine displacement ... to calculate the minimum weight as per the SCCA 1971/1972 Sedan Rules.

Source ~ SCCA 1972 GCR, Page 40

Class B – Over 1300 cc and below or equal to 2500 cc

| | |
|------------------------|------------|
| Rotary Piston | 1.0 lb/cc |
| Push Rod Non Crossflow | 1.0 lb/cc |
| Push Rod/Crossflow | 1.05 lb/cc |
| SOHC/Non Crossflow | 1.1 lb/cc |
| DOHC | 1.2 lb/cc |

Class C – below or equal to 1300 cc

| | |
|-------------------------|------------|
| Push Rod, Non Crossflow | 1.2 lb/cc |
| Push Rod/Crossflow | 1.25 lb/cc |
| SOHC/Non Crossflow | 1.3 lb/cc |
| SOHC/Crossflow | 1.35 lb/cc |
| DOHC | 1.4 lb/cc |

Additional 0.1 lb/cc factor is added to the above for each valve in excess of two per cylinder. Two stroke engines shall be computed on the same basis as pushrod/crossflow engines.

Cars with rotary piston engines covered by the NSU-Wankel patents shall be classified on the basis of a piston displacement equivalent of twice the volume determined by the difference between the maximum and minimum capacity of the working chamber.

Minimum weight for Class C: 1000 lbs.

Ballast may be added as required, but must be securely mounted (*VSCDA interpretation ... securely mount the ballast to the floor at the front passenger seat location*). Component parts of the automobile such as hood, door, deck lid may be lightened provided external appearance is not altered and structural rigidity is maintained. Alternate light weight panels are permitted only when shown on recognition forms (*When requested VSCDA will consider alternate panels of fiberglass or aluminum based on availability of original components and cost*).

Requests for this type of approval should be made at least four weeks before the first anticipated race. Upon approval you will receive a laminated sheet, which will be the size of a logbook page. It will list the revised minimum weight and other allowable changes per the GCR. It must be presented with the logbook whenever the car is inspected by VSCDA Tech. These cars are considered Era Correct and can qualify for the EC Medallion.

- Other preparation options are FIA homologation papers, IMSA rules, and other rules which were in effect in period.

The FIA frequently homologated production cars with changes for racing. Modifications for lighter body panels, larger brakes and Weber carburetors replacing production carburetors were common. We support approval of cars prepared this way. We currently know of an Abarth Fiat 124 rally being planned to meet FIA homologation papers.

An example of a car prepared to other period rules is a 1972 Ford Pinto prepared to the IMSA Radial Challenge Rules.

Requests for approval should be submitted at least 60 days before the first anticipated race. A complete copy of the proposed Rules/Regulations should be sent with a detailed description of how the car will be prepared. When approved, VSCDA will provide 1) a VSCDA signed and approved copy of the Rules for your car, and 2) a small laminated sheet, about the size of a log book page, which will provide a complete summary of the approval details. Both must be presented with the log book whenever the car is inspected by VSCDA Tech. These cars are considered Era Correct and can qualify for the EC Medallion.

Carl Braun
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