



Approved by the CACC Vintage Discipline on November 29, 2009

CONFEDERATION OF AUTOSPORT CAR CLUBS

VINTAGE COMPETITION REGULATIONS

EFFECTIVE February 1, 2010

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1. DEFINITIONS

The definitions in the CACC GCR's, Section 1(i) are not repeated here but are fully applicable.

In addition to those definitions the following additional Vintage Discipline definitions shall apply to this Rulebook, regardless of any other definitions or interpretations.

- 1.1 "Vintage race cars" refers to those vehicles which are further described in these rules and regulations. Vehicles falling outside these parameters are not "Vintage race cars".
- 1.2 "Vintage Discipline" refers to the group of competitors who hold current CACC Vintage Race licences.
- 1.3 "Documented vintage race car" means an otherwise vintage race-eligible automobile which was raced prior to 1/1/75 and which is accompanied by documentation to illustrate the racing history. Each Exhibition class vehicle must have a racing history prior to 1/1/80.
- 1.4 "Replica/reproduction vintage race car" means an automobile being presented for vintage road racing which is not a documented race car but which is otherwise vintage race eligible. A replica/reproduction vintage race car may be created in several ways:
 - A. Restoration and race preparation of a series production car manufactured prior to 1/1/75
 - B. Fabrication and race preparation of a series production car manufactured prior to 1/1/75 from an authentic chassis, unibody or tub using period correct mechanical parts and body panels
 - C. Fabrication prior to 1/1/75 of a replica of a race car by exact duplication of the original design and the use of authentic and period correct mechanical parts
 - D. Exhibition class cars (including "One-off Specials") fabricated prior to 1/1/80
- 1.5 "SOVREN" means the Society of Vintage Racing Enthusiasts.
- 1.6 "VMC" means the Vintage Motorsports Council. This is a group of most of the Vintage Race Clubs and sanctioning bodies in Canada and the USA.
- 1.7 "Monoposto" refers to open wheel racing cars complying with the Monoposto Racing (formerly the Monoposto Register) regulations. This organization is dedicated to preserving and racing vintage, open wheel (single seat) racing cars having specifications described by FIA or SCCA formulae.
- 1.8 "Formula 4" refers to single seat, open wheel race cars conforming to the regulations of the Three Quarter Litre Organization.

- 1.9 “Actual” means the actual rules and regulations under which an individual documented race car competed prior to 1/1/75 (or prior to 1/1/80 for Exhibition class cars) if other than SCCA or FIA.
- 1.10 “Homologation” refers to the documents submitted to the FIA concerning the approved specifications for production-based vehicles.
- 1.11 “Vintage Racing Event” refers to all activities of an entire race weekend.
- 1.12 “Solo/Demonstration/Test and Tune” refers to non race competition events.
- 1.13 “Chair” refers to the chair of the CACC Vintage Discipline.

2. GENERAL

2.1 Racing Authority

- A. These Vintage Racing Competition Regulations are issued pursuant to the authority delegated to the Vintage Discipline of the Confederation of Autosport Car Clubs (CACC) by ASN Canada FIA Inc., the National Sporting Authority for Canada of the Federation Internationale de l'Automobile (FIA).
- B. The Vintage Discipline has drawn up these regulations referred to herein as "these regulations". These regulations are effective as of February 1, 2010 and as amended from time to time.
- C. Vintage auto racing, though similar in many respects to other forms of motor sports, is sufficiently different to warrant its own competition regulations.
- D. The CACC Vintage Racing Competition Rules and Regulations, in conjunction with current CACC General Competition Rules (GCRs) Appendices, Race Competition Regulations and any Supplementary Regulations of the event, shall govern the conditions of all Vintage racing events sanctioned by CACC.
- E. In addition to the CACC General Safety rules, the Vintage Discipline applies race regulations to its race events that are designed to make participation in vintage racing enjoyable, while promoting safety and ensuring that unsafe practices are not tolerated.
- F. Vintage Competitors are expected to read and understand the CACC GCR's and Appendices as well as these regulations.
- G. It is recognized that there is risk in any form of motorsports. By participation in these events, all competitors accept those risks and have agreed to be bound by these regulations.

2.2 Vintage Racing Described

- A. The "Spirit of Vintage Racing" embodies originality, authenticity, appearance and integrity in vehicle preparation, and good sportsmanship in competition. While vintage racers strive to exercise their cars under competitive conditions, common sense, good judgement and safety are paramount. There are no prizes for placing in a race; neither is there any incentive or recognition for improving racing position. Emphasis is placed on participation and the completion of the race.

3. COMPETITORS AND DRIVERS

3.1 Licensing of Vintage Competitors and Drivers

- A. All drivers in Vintage Race competition (see exception for Exhibition Class below) must hold a current ASN Canada FIA, CACC, SCCA, ICSCC, or VMC vintage license, or a racing licence granted by another recognised racing club or organisation. Drivers must also have a valid provincial or state driver's licence and a valid membership in a CACC, FIA, VMC, ICSCC, or SCCA affiliated club. These three documents must be presented at registration.
- B. "Novice" Vintage racing drivers must have completed a recognized racing program and also be successfully observed in three competition races by the appropriate CACC or Vintage Discipline official before being approved for a "Senior" Vintage CACC license. Novice drivers will present their Driver Logbooks to the designated Steward prior to the observation races.
- C. Drivers of Exhibition Class vehicles must hold a valid CACC Senior Race License or an acceptable alternative as approved by the appropriate CACC or Vintage Discipline official. A Vintage or "Novice" Vintage license is not necessarily sufficient.

3.2 Administration

- A. At each event sanctioned by CACC, a qualified Steward must be appointed by CACC. The Clerk of the Course and the Event Steward shall have final jurisdiction of the conduct and sportsmanship of every driver and crew member. The Event Steward shall assess any racing infraction and award any necessary penalties with serious infractions referred to the host club's executive committee, CACC and/or VMC.
- B. The Vintage Discipline Chair may form committees or assign specific duties to Vintage Discipline members for specific purposes.

3.3 Driver Rules

- A. Conduct: Participants are expected to understand the purpose of vintage racing events as stated and to conduct themselves accordingly.
- B. Racing Events
 - i) In all passing situations, the primary responsibility for overtaking safely is on the passing driver.
 - ii) It is the responsibility of every driver, including the driver(s) being

- overtaken, to avoid a racing accident.
- iii) Blocking is not allowed.
- iv) In deference to the “Spirit of Vintage Racing”, extra caution must be exhibited at all times.

C. Solo / Demonstration / Test & Tune Events

- i) A pace car shall be used in all demonstration sessions, unless the Clerk of the Course and/or the Event Steward waives such a requirement. The pace car will not be passed and a minimum of seven (7) metres / twenty (20) feet will be maintained between the pace car and the first vehicle in the group.
- ii) Demonstration cars shall not pass each other except as permitted by the Clerk of the Course and/or Event Steward.
- iii) When a dedicated grid of cars and drivers meeting all “Racing” requirements contained in these Competition Rules is included in an event operated under this section, a pace car is not required and passing is permitted on the section(s) of the track designated by the Clerk of the Course and/or the Event Steward.

D. Infractions and Penalties – Race Events

- i) The CACC Vintage Discipline will establish and maintain a procedure for penalising or otherwise disciplining any competitor whether such penalties or discipline arise from an on-track incident or an infraction referred to the Chair by the Event Steward, or by conduct considered to be unacceptable in light of the “Spirit of Vintage Racing” and safety.
- ii) In the event of an incident involving the contact of a vehicle with another vehicle and/or a track barrier, the driver(s) involved must, if possible, immediately return the vehicle(s) to the pits, unless the vehicle(s) has been ordered impounded by the Event Steward. The driver(s) must then report to the Event Steward.
- iii) Before being permitted to return to the track, the vehicle(s) involved in an incident must undergo a safety inspection. Neither the vehicle nor the driver may return to the track in the event in which the incident occurred without the authorization of the Event Steward and the Clerk of the Course
- iv) As soon as possible following an incident, the Event Steward will gather available report(s) on the incident prepared by race officials, interview the driver(s) involved and confer with the designated Vintage Discipline official(s) or committee. The Event Steward will determine whether a penalty will be assessed.

v) Infraction Schedule

Offence	Points
Failure to respond to a flag	3
Unsportsmanlike conduct	5
Own vehicle damage due to a racing incident	5
Dangerous driving:	
- No damage	5
- Minor damage to another vehicle	8
- Major damage to another vehicle	15
- Cause of injury	15

vi) Discretion: The Event Steward may in their sole discretion impose less or more points than those indicated in the above schedule.

vii) Penalties for Accumulated Points

Points	Penalty
3 to 7	Probation for two consecutive Vintage events immediately following the infraction.
8 to 14	Probation for thirteen (13) months and suspension for one Vintage event sanctioned by CACC at which the sanctioned party will carry out volunteer work under the direction of the Chair or their designate.
15 or more	Suspension for thirteen (13) months and probation for thirteen (13) months following the suspension.

viii) Points will also be assessed from confirmed infractions at vintage racing events by other sanctioning bodies such as SOVREN, SCCA, VARAC, VARA, HMSA, ICSCC, other CACC Disciplines, etc.

E. Infractions and Penalties – Solo/Demonstration/Test & Tune Events

i) All of the above in “Infractions and Penalties – Race Events” apply.

4. VEHICLE AND DRIVER SAFETY

4.1 Competitor Safety Equipment

- A. Racing - General
 - i) Requirements of the CACC Appendix iii Competitor Safety Equipment concerning Clothing, Helmets and Head restraints shall be met for all racing, with the following exceptions.
- B. Helmet – Vintage Demonstration
 - i) Helmets with Snell SA2000 designation or equivalent are the minimum requirement.
- C. Clothing – Vintage Demonstration/Test and Tune
 - i.) Drivers must wear full coverage clothing tight at the extremities and of natural fibre. Clothing of nylon or other similar synthetic material is not permitted.

4.2 Driver Restraint System

- A. General: All vehicles must meet the current CACC GCR Appendix IV concerning Minimum Standards, Construction, Shoulder Harnesses, Anti-submarine straps, Arm restraints, Mounting, and Expiry Date, with the following exceptions:
 - i) Item A. above (except the Expiry Date requirement) does not apply to Demonstration or Pre-1950 group (two point belts are acceptable). Pre-1950 cars require a minimum of 75mm (three inch) lap belts.
 - ii) The option of either a driver side window net or approved arm restraints is required in all closed roof cars. Approved arm restraints are required in all open cars.
 - iii) At the discretion of the Event Steward and/or Chief Scrutineer, cars with external brake actuation may be allowed to compete without the appropriate arm restraint(s).
 - iv) The arm restraint system installation is subject to the approval of the Chief Scrutineer.

4.3 Vehicle Safety Requirements

- A. Vintage race cars must be safe and presentable in the Vintage spirit. That is, in a neat and finished condition and according to the applicable regulations under which the vehicle is prepared:
 - i) Interior and exterior trim including required windows are to be in place.
 - ii) Engine compartment, chassis, suspension and drive train are to be clean and properly fitted.
 - iii) Cables, wires, hoses, etc. are to be taped, tied, or otherwise secured to

prevent flapping or chafing

- B. The minimal acceptable standards for Brakes, Catch Tanks, Electrical Systems, Window Glass, and Onboard Fire Suppression Systems contained in Appendix V of the CACC GCR's apply, with the following exception:
 - i) Fire Extinguishers - As an alternative to the requirements in section 6 for Vintage, a 5 BC type fire extinguisher is mandatory, (except in the Demonstration Class), and must be firmly attached with metal clasps (not plastic) within easy reach of the driver.

4.4. Rollover Protection

- A. Roll Cages as defined in CACC Appendix 1 are not required, but are recommended.
- B. Acceptable rollover protection will be governed by the Monoposto Racing rules, or the Formula 4 rules, or the CACC GCR Appendix II Roll Bar Specifications as applicable, with the following exception:
 - i) Rollover protection is required on all vehicles except those in the Demonstration/Test & Tune classification, and vehicles manufactured prior to December 31, 1949.
- C. Partial or Single Seat Width roll bar hoops shall not be less than fifteen (15) inches (380 mm.) apart, inside dimension. It is RECOMMENDED that the roll bar mounting extend the full width of the cockpit to provide maximum bearing area.
- D. The vertical members on Open Wheel cars must not be less than fifteen (15) inches (380 mm) apart, inside dimension, at their attachment points to the uppermost main chassis member. Bracing must consist of either one fore or one aft brace with a minimum dimension equal to the tubing required for the main hoop, or two fore / aft braces with minimum dimensions of one (1) inch (25 mm) diameter.
- E. Alternative forms of rollover protection will be considered in situations where standard roll cage / roll bar designs cannot be readily adapted due to unusual vehicle construction.

4.5 Engines – Racing

A. Carburetors and Fuel Injection

- i) It is a requirement to have a minimum of one return spring per throttle assembly plus one return spring for the linkage.

B. Battery

- i) In production-based vehicles, the battery may only be located within the engine compartment, in the trunk area, or on the passenger area floor. It must be securely fastened. If mounted on the interior floor, the battery must be contained in a marine-type, acid safe container. Exceptions are in formula cars only, where the original mounting point must be used. All battery terminals must be insulated.

4.6 Electrical – Racing

A. Electrical Cut-out

- i) A clearly marked, externally mounted battery cut-out is recommended.
- ii) This rule does not apply to Demonstration runs.

4.7 Body – Racing

A. Windows

- i) On all closed vehicles a windshield must be in place and made of laminated safety glass, Lexan or Plexiglas.
- ii) Side and rear windows must be in place but can be of original safety glass, with no damage, or replaced with Lexan or Plexiglas.
- iii) Drivers' and front passenger windows may be removed. Regardless, the driver's window shall remain fully open during a race and the passenger window must remain open if the vehicle cannot be opened from the outside.

B. Hood, Trunk and other Openings

- i) Hood and trunk lid(s), and other openings shall be securely fastened.

C. Tow Hooks and Lights

- i) One (1) eyebolt or tow hook to the front and to the rear is recommended for towing.
- ii) A minimum of one (1) rear brake light is mandatory on all cars, with the exception of formula cars.
- iii) All lights must be in place and in working condition with the exception of headlights, which if removed, must have an acceptable cover unless the documented race history indicates otherwise.
- iv) All lighting glass, front and rear, must be taped during racing events. Rear brake lenses cannot be obstructed.
- v) All cars must have one operational rear running light to be used in poor visibility. The decision for the use of running lights is at the discretion of the Event Steward.

4.8 Fuel Systems - Racing

A. Fuel Cells / Tanks

- i) Fuel cells meeting CACC requirements are strongly RECOMMENDED
- ii) If a fuel cell is used within the vehicle body structure, a flameproof metal shield or container must separate it from the driver's compartment.
- iii) A metal firewall must separate the cockpit from the stock fuel tank.

B. Fuel Feed

- i) All gravity-fed fuel systems must have a clearly marked fuel cut-off switch.
- ii) All fuel lines passing through the cockpit must be covered with a braided metal or metal line.
- iii) No form of nitrous oxide or any oxygen-bearing additives may be used.

5. VINTAGE RACE CAR GROUPS AND ELIGIBILITY

5.1 General

According to the Merriam-Webster Dictionary, the adjective “Vintage” is described as ‘things: recognized of enduring interest, importance and quality’. To participate in Vintage events, vintage race cars should embody those characteristics.

5.2 Race Car Groups

There are six race car groups eligible for participation in Vintage events. The eligibility groups, respective time periods and applicable rules are tabulated below.

Group	Time Period	Applicable Rules
Pre - 1950	Before 1/1/50	Actual; Documented; Authentic
Vintage	1/1/50 to 31/12/63	1963 SCCA or FIA or Actual
Historic	1/1/64 to 31/12/69	1969 SCCA or FIA or Actual
Classic	1/1/70 to 31/12/74	1974 SCCA or FIA or Actual
Open Wheel (incl. Monoposto and Formula 4)	Various years	Monoposto Racing (formerly Monoposto Register) rules and Formula 4 rules
Exhibition	Before 1/1/80	Actual; Documented; Authentic

5.3 Eligibility

Full Eligibility details appear in Section 6.0 Appendix 1 of this document.

- A. The burden of proof of vehicle eligibility is on the participant.
- B. In conjunction with the Chief Scrutineer, the CACC Vintage Discipline may, at its discretion, grant limited dispensation to a specific race car, which does not meet the eligibility requirements described in this document.
- C. The CACC Vintage Discipline may alter eligibility group descriptions from time to time at its own discretion following normal procedures.

5.4 Preparation Guidelines and Requirements

- A. The following preparation guidelines and requirements (and the detail found in 6.0 Appendix 1) are meant to assist the participant in preparing a Vintage Race car. Reference is to be made to the appropriate SCCA, FIA, Monoposto Racing, Formula 4, or other actual rules and regulations for specific information. (The SOVREN website (www.sovren.org) provides access to most of these regulations.)
- B. When eligibility is being checked, the authenticity of appearance and mechanical design are most significant. Exterior and interior appearance, the weight of the car and the specifications of the engine, transmission, differential, brakes, suspension, wheels and tires are to be checked.

- C. Prospective Vintage racers are encouraged to contact the Vintage Discipline Chair for advice on vehicle preparation and the appropriate contacts for safety matters.
- D. The race car shall display legible numbers (three digit maximum) on a contrasting background on both sides of the car. The numerals are to be at least 26 centimetres high with minimum 5 centimetre wide strokes.
- E. The mixing of specifications to achieve the best technical combination is not appropriate.
- F. The mixing of components from other models of the same make of car is not in the vintage spirit, unless they are uprated safety items. (e.g., replacing a single master cylinder with a dual master cylinder)
- G. All remanufactured or reproduced parts are to conform with and be appropriate to the specification to which the race car is prepared.

5.5 Vehicle Weight

- A. The vintage race car, in racing trim but without fuel and driver, is to exceed the minimum weight specified by the relevant SCCA, FIA or Actual regulations under which the car is prepared.

5.6 Bodywork, External and Internal Appearance

Exterior:

- A. Modifications to the original body work are not permitted.
- B. Original fender openings and contours are to be retained.
 - i) Vintage race cars prepared to certain FIA specifications may be allowed to use wheel arches, spoilers and/or air dams if they are described in the relevant FIA Recognition/ Homologation document.
- C. Paint schemes are to be appropriate for the period being represented.
 - i) Contemporary commercial advertising is not permitted.
 - ii) Historically authentic markings, including advertising are permitted and encouraged.
 - iii) The name(s) of driver(s) and crew can appear in small letters.
- D. Bumpers and their support structures, and spare wheels may be removed.
- E. Glass headlights, turn signals, tail lights and marker lights that are not removed are to be taped.

Interior:

- F. A “gutted” interior is not in the vintage spirit.
 - i) Interior trim that may be removed includes flooring and headliners. Such removal is to result in a neat and finished appearance.
 - ii) Door and side panels are to be in place but may be altered to fit safety equipment and rollover protection.
- G. The passenger seat may be removed; if it is not removed, the seat back is to be secured.
- H. The driver’s seat may be exchanged for one of any make or design.
- I. It is strongly recommended that wooden rim steering wheels not be used.

5.7 Engine

- A. Engines are to be as period correct as possible; and are to be of the original type as fitted to the specific make and model being presented.
- B. Displacement is to be no greater than originally fitted or as allowed per the appropriate FIA, SCCA or Actual regulations. (e.g., The 1969 SCCA regulations for Production Cars allowed maximum overbore from stock of 1.2 mm or 0.047 inch.)
- C. Engine component specifications of concern during an eligibility check are to be type, materials, displacement, carburetion or fuel injection, valve train, oil system, and ignition type.
- D. Charging system may be changed or removed.
- E. Water and oil cooling systems may be modified, provided that such modifications are made without alterations to the body work.
- F. Dry sumps not mentioned in relevant SCCA, FIA or Actual regulations are not permitted.
- G. Fuel injection, turbochargers and superchargers not mentioned in relevant SCCA, FIA or Actual regulations are not permitted.

5.8 Clutch, Transmission and Differential

- A. Clutch, transmission and differential are to be as period correct as possible; and are to be of the original manufacturer and type as fitted to the specific make and model being presented.
- B. Transmission and differential ratios are unrestricted.
- C. Limited slip, positraction or locked differentials are permitted.

5.9 Wheels and Tires

- A. Wheels are to be of the diameter specified in the relevant FIA, SCCA or Actual regulations; and are to have a period appearance.
- B. Closed wheel cars may have rims 38 mm (1.5 inch) wider than specified and have different offsets, provided the wheels and tires are fitted without alterations to the body work and suspension components.
- C. Tires are to approximate the original size(s) as closely as possible.
 - i) Vintage Group race cars are to use a minimum 70 series tire with full width tread (no asymmetrical tread pattern).
 - ii) Historic and Classic Group race cars may use a minimum 60 series tire.
 - iii) Tire sizes and types permitted on Open Wheel Group cars are those described in the current Monoposto Racing and Formula 4 rules.
 - iv) All tires are to have a molded tread pattern with a minimum tread depth of 1.6 mm or 0.0625 inch, except that slick tires are permitted where they were originally used on certain Exhibition Group race cars.
 - v) Racing recaps and vintage racing tires are allowed.

5.10 Suspension

- A. Additions or modifications to the suspension design are not permitted.

5.11 Brakes

- A. Brakes are to be of the original size and type; except period correct front disc brakes may be substituted for front drum brakes as a safety measure.
- B. Modern brake lining materials may be used. Dual/redundant master cylinders and brake lines are required for vehicles manufactured after 1967 and are recommended for all others. A device to adjust brake bias while driving is not permitted.

6. APPENDIX 1: GROUP SPECIFIC DETAILS for ELIGIBILITY

6.1 General

The eligibility details below are for the information of potential vintage racing participants. The typical period rules and regulations (primarily those of FIA and SCCA) under which race cars might have been prepared prior to 1980 are described.

It is the responsibility of the participant to present a vintage race car which is period correct and in the vintage spirit. While it is the responsibility of the participant to have the appropriate documentation to support claims of authenticity, the Vintage Discipline Chair may be consulted for eligibility guidance.

6.2. Pre - 1950 Group

For pre-1950 sports and documented race cars only; actual configuration or as authentic as practical.

6.3. Vintage Group (1/1/50 to 31/12/63)

For closed wheel, documented and replica or reproduction race cars dating from 1/1/50 to 31/12/63:

- A. If prepared to SCCA requirements, 1963 SCCA General Competition Rules apply (or actual prior year if desired; or, if a documented race car, returned to at least 1963 specifications if raced beyond 1963):
 - i. SCCA Production Category classes A to H; must have been classified by SCCA in 1963 or prior years and meet SCCA Production car specifications, except for any changes and modifications permitted by the SCCA GCR's and these regulations.
 - ii. SCCA Modified Category classes C to H based on engine size and meeting the requirements of FIA Appendix C for Special "Sports Cars".

- B. If prepared to FIA requirements, 1963 FIA Appendix J applies (or actual prior year if desired or, if a documented race car, returned to at least 1963 specifications if raced beyond 1963):
 - i. Must meet specifications contained in FIA Recognition Papers for the specific participating make and model, except for any changes and modifications permitted by 1963 FIA Regulations
 - ii FIA GROUP 1 – Series Production Touring Cars
 - iii FIA GROUP 2 – Improved Touring Cars
 - iv FIA GROUP 3 – Grand Touring Cars
 - v FIA Special Sports Cars per FIA Appendix C

Notes: The 1963 SCCA GCR's do not have classes for Series Production Touring or Improved Touring Cars (Sedans); Vintage Group sedans are to participate under FIA Appendix J GROUPS 1 and 2. In 1963 and prior years, SCCA classified Production Category cars were generally FIA GROUP 3 Grand Touring Cars.

6.4 Historic Group (1/1/64 to 31/12/69)

For closed wheel documented and replica or reproduction race cars dating from 1/1/64 to 31/12/69; shall include cars manufactured in 1970 for the 1970 model year of a continuing and unchanged series from 1969; a Vintage Group car may be technically upgraded to the 1969 specifications but shall then be designated as an Historic Group car.

- A. If prepared to SCCA requirements, 1969 SCCA General Competition Rules apply (or actual prior year if desired; or, if a documented race car, returned to at least 1969 specifications if raced beyond 1969):
 - i. SCCA Production Category classes A to H. The make and model must have been classified by SCCA in 1969 or prior years and meet SCCA Production Car Specifications, except for any changes and modifications permitted by the 1969 (or prior year) SCCA GCR's Appendix A and these regulations.
 - ii. SCCA Sports Racing Category classes A to D (formerly SCCA Modified Category) based on engine size and meeting the requirements of the 1969 (or prior year) SCCA GCR's Appendix A except for any changes and modifications permitted by the 1969 (or prior year) SCCA GCR's Appendix A and these regulations.
 - iii. SCCA Sedan Category classes A to D based on engine size; if under 2000cc, make and model must have been recognized by FIA Appendix J GROUP 1 or 2; and, if over 2000cc, must have been recognized by SCCA; regardless of FIA or SCCA recognition, cars having a wheelbase greater than 116 inches, engine displacement greater than 5000cc or having convertible tops or sun roofs are not eligible as sedans.

- B. If prepared to FIA requirements, 1969 FIA Appendix J applies (or actual prior year if desired or, if a documented race car, returned to at least 1969 specifications if raced beyond 1969):
 - i. Must meet specifications contained in FIA Recognition Papers for the specific participating make and model, except for any changes and modifications permitted by 1969 FIA regulations and these regulations.
 - ii. FIA GROUP 1 - Series Production Touring Cars
 - iii. FIA GROUP 2 - Touring Cars
 - iv. FIA GROUP 3 - Grand Touring Cars
 - v. FIA Special Sports Cars per FIA Appendix C

Notes: In 1969 and prior years, SCCA classified Production Category cars were generally FIA GROUP 3 Grand Touring Cars.

6.5 Classic Group (1/1/70 to 31/12/74)

For closed wheel, documented and replica or reproduction race cars dating from 1/1/70 to 31/12/74; shall include cars manufactured in 1975 for the 1975 model year of a continuing and unchanged series from 1974; a Historic Group car may be technically upgraded to the 1974 specifications but shall then be designated as a Classic Group car.

- A. If prepared to SCCA requirements, 1974 SCCA General Competition Rules apply (or actual prior year if desired; or, if a documented race car, returned to at least 1974 specifications if raced beyond 1974):
 - i. SCCA Production Category classes A to H. Make and model must have been classified by SCCA in 1974 or prior years and meet SCCA Production Car Specifications except for any changes and modifications permitted by the 1974 (or prior year) SCCA GCR's Appendix A and these regulations.
 - ii. SCCA Sedan Category classes A to D based on engine size; if under 2000cc, make and model must have been recognized by FIA Appendix J GROUP 1 or 2; and, if over 2000cc, must have been recognized by SCCA.

- B. If prepared to FIA requirements, 1974 FIA Appendix J applies (or actual prior year if desired or, if a documented race car, returned to at least 1974 specifications if raced beyond 1974):
 - i. Must meet specifications contained in FIA Recognition Papers for the specific participating make and model except for any changes and modifications permitted by 1974 FIA regulations and these regulations.
 - ii. FIA GROUP 1 - Series Production Touring Cars
 - iii. FIA GROUP 2 - Touring Cars
 - iv. FIA GROUP 3 – Grand Touring Cars
 - v. FIA Special Sports Cars per FIA Appendix C

Notes: In 1974 and prior years, SCCA classified Production Category cars were generally FIA GROUP 3 Grand Touring Cars.

6.6 Open Wheel Group

Must be an open wheel, documented race car meeting the requirements of the current year Monoposto Racing (formerly Monoposto Register) Rules or the Formula 4 Rules (Three Quarter Litre Association) as applicable. Eligible vintage open wheel race cars are described within the following distinct groupings:

- A. FB: Pre-1970 SCCA Formula B; pre-1970 FIA Formula 2 (with 2 valve twin cam engines); and pre-1966 FIA Formula 1.
- B. F2: Pre-1970 FIA Formula 2 (with FVA engines).

- C. FJ: 1962 and 1963 Formula Junior; FIA Formula 3; and SCCA Formula C cars (Formula 3 and C cars may participate in group “J” if they use approved Formula Junior tires on appropriate wheel widths; if wider wheels and tires are used, the car must meet the requirements for SCCA Formula B tires and participate in group “FB”.)
- D. JE: Pre-1962 Formula Junior rear engine cars equipped with drum brakes on all wheels and a gear case from a pre-1962 car.
- E. JF: Formula Junior front engine and 500cc FIA Formula 3 cars.
- F. F: Pre-1973 Formula Ford per Historic Formula Ford Regulations.
- G. V: Pre-1970 Formula Vee per Historic Formula Vee Regulations.
- H. F4: Pre 1974 Formula Four per Three Quarter Litre Association (<http://www.formulafour.com/insidef4.htm>)
- I. OTHER: Other pre-1970 documented open wheel race cars may participate upon submission and approval of appropriate documentation.

6.7 Exhibition Group (Pre – 1980)

For documented racing cars dating pre-1/1/80, of special interest and not fitting into any other Group; actual rules under which the car competed; authentic as practical;

- A. A documented Vintage Group or Historic Group race car may be technically upgraded beyond the 1969 specifications to no more recent than 1979 specifications but it shall then be designated as an Exhibition Group car.
- B. Exhibition Group cars may only be allowed to participate at selected events.