

VARA RULE BOOK:

Emphasis must be placed on the word CLUB. VARA is a club operated by volunteers, guided by members, and has no purpose beyond the enjoyment of Vintage Racing. VARA has adopted the following philosophy for racing:

The primary objective of the sport of Vintage and Historic Automobile Racing is to promote the preservation of these cars in a racing format that emphasizes safety. Our goal is to provide a format for friendly wheel-to-wheel competition, with the vehicles prepared faithfully to their era. Driving well is important, winning is not. Safety is very important and skillful driving is a major contribution to safety. All racing is dangerous and only the proper attitude of the driver and the careful preparation of cars will diminish the danger and enhance our appreciation of this sport.

The intent of these rules is the proper and honest preparation of your car and the safe conduct of events.

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SECTION A: DRIVER SAFETY AND LICENSING

These regulations should be regarded as minimum requirements. It is recommended that safety upgrades be made when and/or where possible.

A.1 MEDICALS

A medical examination report must be on file with VARA (forms will be supplied upon request). The VARA membership card, when issued, includes the medical expiration date. Our current requirement is that this examination be biannual, but an annual exam is strongly recommended. Current medical cards issued by other recognized racing organizations, such as SCCA, FIA, VMC, and HMSA, are also acceptable. Additional medical testing and/or reports may be required if requested by BOD or Chief Steward.

A.2 DRIVERS' CLOTHING

DRIVERS' CLOTHING SHALL CONSIST OF THE FOLLOWING:

DRIVING SUIT:

Drivers shall wear a clean, one-piece, racing type driver suit, made of Nomex, PBI, or equivalent fire resistant material. If the suit is not constructed of two or more layers of fire protective material, suitable fire protective underwear must also be worn.

HELMET:

Recognized racing type "Full Face" safety helmet with flip down full face visor intended for automotive racing use is required, rated by the Snell Foundation as SA2000 or NEWER.

EYE PROTECTION:

Face shields must be worn in all race cars, open or closed. Regular glasses or sunglasses are not sufficient eye protection, but may be worn with face shields.

BALACLAVA:

A balaclava (head sock), made of Nomex or PBI, is required for all drivers with facial hair or hair long enough to come out below the helmet. They are strongly recommended for all drivers.

SOCKS:

Nomex, PBI, or equivalent fire protective socks are required.

SHOES:

Approved racing shoes, at least ankle high, are required.

GLOVES:

Approved racing gloves are required. Gauntlet type are strongly recommended.

A.3 ARM RESTRAINTS

Arm restraints are required for all participants in all open cars and any enclosed car not equipped with a window net.

A.4 WINDOW NETS

Enclosed cars may use Window nets attached to the roll cage or car body/frame (not attached to the door) in lieu of arm restraints.

A.5 NECK BRACES

Neck braces with Nomex or other fire resistant covering are not required. SFI approved Head and neck restraints are strongly recommended.

A.6 LICENSE AND SCHOOL REQUIREMENTS

Unlicensed drivers are required to successfully complete the requirements of the rookie 3-6-9 guidelines as posted. Upon completion of the 3-6-9 requirements, a driver will receive a certificate of qualification for full competition licensing status. A VARA competition license will subsequently be issued by the office of the General Manager.

VARA recognizes other vintage racing organizations' licenses in determining a driver's qualification. With the recommendation of the Chief Driving Instructor, a certificate of qualification for full competition license may be issued to an incoming driver without the necessity of meeting all of the requirements of the 3-6-9 guidelines.

Competitors in the F1, F2, F5000, FA, FSV, FB and SSB, SR2000, and WSR Sports Racing classes are required to have an additional F/A endorsement on their license as specified in Article IV of the 3-6-9 requirements.

Rookie 3-6-9 guidelines are listed in Section R. These can also be found on-line.

[PLEASE SEE ROOKIE 3-6-9 GUIDELINES AND REQUIRMENTS](#) (Click link) (PDF Format)

SECTION B: CONDUCT OF EVENTS

B.1 RACE CHAIRMAN

The VARA Board of Directors will appoint a Race Chairman for each event, who will be responsible for the overall organization of the event, including the format, schedule, appointment of event officials, etc. Each event will be conducted under VARA rules. Any supplemental rules for the event must have prior approval of the VARA Board.

B.2 CHIEF STEWARD

The Race/Chief Steward shall be appointed by the Board of Directors and take direction from the BOD. Race/Chief Steward shall have the following responsibilities and authority:

1. The Chief Steward shall have control over the following individuals and functions:

- race control*
- timing and scoring*
- pre-grid and re-entry*
- flag marshals/corner workers*
- starter*
- black flag station*
- emergency crews (fire, rescue, ambulance and tow)*
- security/safety*
- pace car*
- other person(s) involved in "on-track" duties*

2. Check track for condition and approve that track is safe for racing. Check presence of safety vehicles and that ambulance(s) is in the correct track location(s).

3. Check with timing and scoring, all corner worker stations, pre-grid, starter, pace car, re-entry person, black flag station and tech chief to make sure that they are ready and in stand-by for start of racing.

4. Give pace car instructions as needed.

5. Check all radio communications with all event officials and stations.

6. Review practice results and approve race grids.

7. Have sole authority to declare a "red flag" situation and stop a practice or race. Red flags shall only be used when an extremely dangerous situation exists.

8. Have sole authority to disqualify a competitor at the race event for an incident and/or rules violation.

9. Have sole authority to black flag drivers for misconduct during a session.

10. *Have sole authority to disqualify results.*

11. *To conduct drivers meetings.*

12. *Stay in contact with the VARA Board Members and Race Chairman for the event and at the end of each day, review the day's events with the VARA Board members, Race Chairman and other needed officials.*

13. *The Chief Steward shall at all times treat persons under his or her control and authority with respect and courtesy and apply his or her authority in a fair and even manner.*

14. *The Chief Steward shall control and have authority over all race related activities at race events.*

B.5 INCIDENT REPORTING

The Chief Steward and the Licensing Chair shall insure that Race Control, flag marshals, and corner workers are provided with VARA's requirements for reporting incidents, AND that these individuals are aware of VARA's racing rules regarding incidents and passing as embodied in this rule book for the purpose of reporting incidents.

The suspension and/or probation of any driver may be reported to the Vintage Motorsports Council.

B.8 MULTIPLE DRIVERS

Two drivers may be entered in separate races with one car, each paying a separate entry fee.

B.9 WAIVER OF LIABILITY

All persons entering the controlled area of the race event must sign a Waiver Form.

Children of participants are welcome, but they are not allowed on the track, the hot pits, or pregrid. Each Minor must be listed on the Waiver Form and be signed for by a parent or guardian.

SECTION C: PROCEDURES and DRIVER CONDUCT

C.1 DRIVER CONDUCT

Every entrant, driver, crew member, and participant at a VARA event shall conduct themselves according to the highest standards of behavior and sportsmanship, particularly in relation with other competitors, club officials, and workers at the event. The driver/entrant will be responsible for conduct prejudicial to the reputation of VARA and the Sport of Vintage Racing by driver, entrant, crew member, guests, and/or participant. Any driver brought in under Black Flag conditions for rule infractions may be subject to suspension from further racing during the weekend. If an entrant is eliminated or removed from an event for any cause, VARA is not required to refund the entry fee.

C.2 DRIVERS MEETINGS

All drivers must attend any called or scheduled Drivers Meetings. Failure to attend may result in a penalty or disqualification.

C.3 STARTS

Race starts shall be rolling starts, with the pace set by the pole sitter after having been released by the pace car. Pole sitter is responsible for setting a pace that allows the field to maintain good order. This pace speed should be 40 to 50 mph. As the pole sitter approaches the start/finish line, the starter, if satisfied that the field has a semblance of the correct order, will give the green flag. Grid positions must be maintained until the race start. The race starts when the green flag is dropped. There will be no overtaking or racing until the green flag is given. If the starter is not satisfied with the order of the field, one or more additional pace laps will be run. Any driver who jumps the start or causes a no start will be black flagged at the starters and stewards discretion.

The pole position for qualifying and flag races is determined by driver performance from the previous session(s). For qualifying races position is determined by fastest lap time in the qualifying session. For flag races position is determined by finishing position in the qualifying race. It is the prerogative of the pole winner to choose either the right or left starting position. However, the default position is the one which places the pole sitter on the inside line of the first turn. Should the pole sitter choose the outside position, the change will only affect the front row. All remaining car will lineup with odd number grid positions on the inside and even number grid positions on the outside.

In the case of cars missing from the grid cars shall move forward (not diagonally) to fill the empty spaces. For example-- If the car assigned position #8 on the grid is a no show, then during the pace lap the car in position # 10 would fill this space and the car in position #12 would move to position #10 and so on.

Do not lag behind as the pace car forms up the field.

C.4 FOUR OFF RULE (As of 06/30/2007)

Each driver/participant will be allowed one 4 off/or spin per session without a track penalty applied. This rule does not apply to any class of rookie or drivers with probationary status.

First incident – *(after second 4 off/spin in same session or race) Participant must report to Black Flag immediately and will be directed into the paddock. Participant will not be allowed to continue in that session or race.*

Second incident – *(same day- after second 4 off/spin) Participant must report to black flag immediately. Participant will not be allowed to rejoin session and MUST see the chief steward before being allowed back on the track, and 5 points will be deducted*

Third Incident - *(Same event - after second 4 off/spin) Participant must report to Black Flag immediately. Participant must report to the chief steward and may be disqualified from the remainder of the event.*

Although 2 offs are not specifically penalized, multiple 2 offs may receive a furred black flag. As with any furred black flag notification, continued unacceptable behavior will result in a visit to Black Flag.

On track spins and 4-offs are considered equal for purposes of this rule.

C.5 PASSING and BLOCKING

All drivers shall have the right to sufficient space on the racing surface to allow for a driver to maintain control of his or her car in close quarters under racing conditions. All drivers shall be required to provide for this space on the race track to his or her fellow competitors.

*Any driver may deviate from their chosen racing line to protect their position **one time and one time only**. This alteration in driving line must be made in a safe and timely manner so not to deprive an overtaking driver of sufficient racing space on the racing surface and cause unsafe racing conditions. Any further deviation from this chosen line shall be considered blocking.*

Any abrupt changes in direction so as to impede or affect the path of a car attempting to pass after a driver has established a line to protect his or her position shall be considered blocking.

Any deviation from the accepted driving line on the racing surface in a “pinching” manner shall be considered as a form of blocking.

- *Any change in line, reactive to a passing maneuver by an overtaking car with the intent to impede such a maneuver shall be considered blocking.*

- *In the event that a driver is in the process of overtaking another competitor while coming upon a yellow flag condition, the pass shall not be considered complete unless the overtaking driver has cleared the slower race car and re-entered the proper driving line on the racing surface prior to reaching the flag station showing the yellow flag. If this criteria has not been fulfilled in its entirety, the overtaking driver shall immediately drop back to his or her original position in the safest manner possible.*
- *Back marker(s) affecting the complexion and / or the outcome of the race by racing the leader(s) while they attempt to safely overtake a back maker and shall be considered a form of blocking.*

It is the responsibility of the overtaking driver to pass in a safe manner on an area of the racing surface deemed prudent by the standards of the Association and the Chief Steward. The overtaken driver has the responsibility to be aware that he or she is being overtaken and shall not impede the overtaking car. The overtaken car shall not block. If any driver appears to be blocking and or "pinching" another car seeking to pass or gain advantage on the racing surface, they shall be black flagged and / or penalized.

C.6 GRID

All competitors must be in their grid positions prior to the five (5) minute signal; if not, they must start from the back. Push starts are only allowed prior to the three (3) minute signal. If any vehicle fails to start, it may be push started after the entire grid has moved out onto the track. Drivers who for any reason could not enter the track in their qualifying position may not improve their position by moving up during the pace lap.

Paddock and pit speeds-- the paddock speed is always 5 mph. Hot pit speed is 2nd gear.

C.7 CONTACT

IF CONTACT OCCURS, ALL ENTRANTS INVOLVED MUST IMMEDIATELY REPORT TO BLACK FLAG. DRIVERS MAY RESUME RACING AT THE DISCRETION OF THE CHIEF STEWARD DEPENDING ON THE SEVERITY AND INITIAL FAULT ASSESSMENT.

C.8 FLAGS

GREEN FLAG - is shown at the start / finish line for all timed track sessions, both race and practice, to signify the beginning of the session. There is no passing allowed at any point on the track prior to the display of the green flag.

RED FLAG – is shown primarily for when on track circumstances have created a major course blockage or the need for immediate critical medical response. During a red flag condition, the red flag will be shown at all flag stations, including the incident site, which will be showing the combination of a waving yellow flag and a red flag. **NO PASSING IS ALLOWED.** Slow down and stop your vehicle in close proximity to the very first approached, manned flag station, stopping in a position so that you can observe the worker for hand signals. If stopping near the incident site, stop at least 50 yards prior to the incident to allow access for emergency workers. Use your mirrors and hand signals in order to stop safely at the side of the track, near a manned flag station as previously described. As soon as the incident is under control, the corner workers will direct you how to proceed. Proceed, , as directed by the flag station officials, at pace lap speed around the course carefully and enter the hot pit lane, without crossing the S/F line. You will receive additional instruction by course officials as information is made available to them by the Chief Steward. All drivers are to remain in their race cars with all safety gear fully fastened, including helmet, gloves, head restraint devices and safety harness, unless otherwise directed by race officials. The session or race may, or may not, be re-started. If a race is to be continued, the grid will be formed based on the last lap completed.

BLACK FLAG AT ALL STATIONS – is shown to stop the session for the protection of on track emergency personnel and course workers. **NO PASSING IS ALLOWED.** A standing black flag will be displayed at all corners, including the incident site, which will also be displaying additional flag(s) required for the incident. Use your mirrors and hand signals, slow down safely to a pace lap speed and proceed directly into the hot pit lane, stopping prior to the S/F line in a single line to await further instructions. You will receive additional instruction by course officials as information is made available to them by the Chief Steward. All drivers are to remain in their race cars with all safety gear fully fastened, including helmet, gloves, head restraint devices and safety harness, unless otherwise directed by race officials. The session, or race, may or may not be re-started. If a race is to be continued, the grid will be formed based on the last lap completed.

WAVING YELLOW FLAG - means that the course is partially blocked or an incident has occurred in a direct impact area, slow down and prepare to take immediate evasive action. Noticeable slowing is required. You are under the control of the yellow flag until you can clearly see the next turn station, and no yellow flag is being displayed. Drivers are advised to you a waving hand to indicate to drivers behind of the reduced speed situation. **No passing!**

STANDING YELLOW FLAG - means be alert, something has occurred beyond the flag station which may require evasive movement. **No passing allowed.** Slowing until past the incident is strongly recommended. A standing yellow may precede a waving yellow at the

next station. You are under control of the yellow flag until you can clearly see the next flag station, and no yellow flag is being displayed.

DOUBLE YELLOW FLAG - at all stations means the entire course is under yellow flag. **No passing allowed.** Drivers are advised that the pace car will be on track to control the field. The start/finish tower may display a "pace" sign. Drivers must form up single file behind the pace car. It is every drivers responsibility to proceed quickly to the pace car. The purpose of the pace car is to gather up the field to allow the safety crews to clear the incident. By this time drivers should have identified the incident location. Use extreme caution near the incident but do not delay in passing the area. If the pace car is out toward the end of a race, we will make every effort to restart and allow at least 2 green flag laps. **Restart** - when the pace car will turn off it's emergency lights and pull off track onto pit lane indicating that the starter will restart the race. Also, often the starter will hold up one finger to indicate one last pace lap before a restart. Racing begins when the starter displays the green flag. There is no passing until the green flag is displayed

YELLOW FLAG WITH RED STRIPES - this is an advisory flag. It indicates debris on the racing surface. It could be oil, water, dirt, rocks, auto parts, etc. This flag will be displayed for 2 laps only. When withdrawn, it does not mean the condition has been cleared but rather, it is now considered part of the accepted racing surface. Should this flag be displayed in the same location after being withdrawn, it indicates there is a new form of debris in the same or similar location

BLACK FLAG - a standing black flag means "driver error" come into the Black Flag station in the pits for a consultation. The standing black flag, (may be waved to show extreme concern), will normally be displayed at both start/finish and at another station on the course with the competitors car number also displayed. If black flagged you must come to the pits at the first opportunity to avoid additional penalties.

BLACK FLAG WITH RED CIRCLE - this is the "mechanical" black flag. It means something is wrong with your car. Check your gauges and come into the pits immediately.

FURLED BLACK FLAG - furled black means "driver error" and is an indication to the driver to alter their driving attitude. As a driver, you should already know what you have done wrong. This is a one time warning. Continued errors will result in a **BLACK FLAG** to the driver.

WHITE FLAG - this flag is advisory. This flag is displayed at start/finish to denote the last lap of a race. Passing is not prohibited. The white flag is sometimes displayed during warm up and cool down laps. Under these circumstances, during warm up and cool down laps, passing **is prohibited**. The white flag may also be displayed at corner stations if there is a vehicle (or vehicles) on the track at non-racing speed. This could be a slow moving race car or emergency equipment.

WHITE FLAG WITH A RED STRIPE OR CROSS - this is an advisory flag. The white and red flag means there is a vehicle (or vehicles) on the track at non-racing speed. This could be a slow moving race car or emergency equipment. Should a driver approach emergency equipment on track they will be advised by emergency personnel on how and where to proceed. This flag may also be displayed at start/finish to denote that emergency vehicles are on the course.

BLUE FLAG -The blue flag, also know as the "passing flag", is an advisory flag. The blue flag may be for you or for another car in your vicinity. If you have been running in a pack with very close lap speeds and you receive a blue flag, it means that a faster car is approaching, use your mirrors. If you are about to be lapped, you are considered a back marker. You will be shown the blue flag to notify you that faster car(s) are approaching. As a back marker, you have **not** earned the right to race the leaders. Doing so may be considered a form of blocking and you could be black flagged. Maintain your speed and the proper driving line and use hands signals to point by the leaders as they approach.

CHECKERED FLAG - indicates end of session or race. Continue around the course on a "cool down" lap at reduced speed and enter the pits.

C.9 STOPPING ON COURSE

IF YOU HAVE A MECHANICAL PROBLEM AND CANNOT RETURN TO THE PIT, RAISE YOUR ARM TO SIGNAL THAT YOU ARE SLOWING. PULL OFF COURSE IN A SAFE MANNER, AND GET AS FAR AWAY FROM THE RACE COURSE AS POSSIBLE. DO NOT STOP ON THE RACING SURFACE, IT IS VERY UNSAFE AND CAN CAUSE A MAJOR INCIDENT. STAY IN YOUR CAR, BELTED AND WITH HELMET AND GLOVES ON, UNLESS THERE IS A FIRE OR YOU ARE INSTRUCTED TO LEAVE THE VEHICLE BY COURSE PERSONNEL.

ABSOLUTLY NO REPAIRS SHOULD BE ATTEMPTED WHILE STOPPED ON COURSE DURING A SESSION.

SECTION D: GENERAL RULES

D.1 ALCOHOLIC BEVERAGES and/or CONTROLLED SUBSTANCES

During any event, the consumption and/or the use of alcohol or controlled substances by any competitor or official in the paddock or any part of the race course under the control of VARA is forbidden.

D.2 BICYCLES, ROLLERBLADES and MOTORIZED VEHICLES

Children under age 16 are not allowed on bicycles, etc. Bicycle helmets are required for minors under 16 years old when riding as a passenger on any bicycle or motorized scooter of any type. A Motorized vehicle (of any kind) may only be operated by individuals with a state issued driver's license. No one is allowed on rollerblades, skateboards or similar devices in the pit or paddock area. Parents are responsible for conduct of minor children.

D.3 PETS

All pets within the controlled area of the race event must either be confined or on a leash. No pets allowed in the grid area. Note: Some tracks no longer allow pets. Please check before bringing your pet.

D.4 FUEL

No fuel additives that increase engine power are allowed.

D.5 MINOR DRIVERS

Driver/Participants under 18 years of age must be signed for and accompanied by parent or guardian. In no case will drivers be accepted under the age of 16 years.

D.6 MINORS

Children of participants are welcome, but they are not allowed on the track, the hot pits, or pre-grid.

D.7 CLOSED (COLD) TRACK

When the final race of the day is completed the track shall be considered CLOSED until the Chief Steward declares the track open the following day.

*No motorized vehicles of any kind are allowed on the CLOSED track unless specifically authorized by the Chief Steward and supervised by the Chief Steward. **Failure to abide by this rule may result in suspension. Participants are responsible for their crew, guests and minors.***

SECTION E: POINTS

Class Championship:

(1) point per lap will be awarded for each lap completed as posted in the official race results for each class. Lap points shall be awarded for Saturday Qualifying Race and Sunday Flag Race. No points shall be awarded for practice sessions.

Cars/Drivers running down a class, for whatever reason, shall be awarded lap points but not finishing points.

A driver may win a championship only if participating in the correct class.

1 to 10 additional points will be awarded for finishing position of the first 10 cars in a class. 10 points for first place, 9 points for second place and so on. If less than 10 cars start then the first place car is awarded 1 point for each car starting. Therefore if 3 cars start winner would receive 3 points. Second place would receive 2 points and so on.

1 Point awarded for the fastest lap in the Sunday Flag Race

Cars must be classified as running at finish to receive finishing points. This includes Enduros.

NO points for spectator races such as Palm Springs and Tustin. Unless specifically decided by the Board of Directors for a specific race.

No double points races.

Tie Breakers:

Participation, then finishing position.

- 1. Most races entered.*
- 2. Finishing position (most 1st, then 2nd, etc.)*

Negative Points:

No penalty for first 4 off in session. Second 4 off in same session will be assessed 4 penalty points. Third off in same session – Must immediately go to Black Flag and retire from session. Passing under a yellow flag will be assessed 2 penalty points.

Negative points may be assessed by the Chief Steward for conduct and as discipline as per section P of this rule book..

OVERALL POINTS CHAMPION

The overall Points champion will be calculated utilizing the following points system and applied to all the class champions. You must first win a class before you can be eligible for overall points champion.

Points System applied only to Class Champions for the Overall Champion Title as follows:

3 Points awarded for winning a race provided there are at least 3 cars in the class

Example: if there are only two cars in the class the max. number of points awarded for the win will be 2 points etc.

2 points for 2nd place

1 point for 3rd place

The class champion with the most number of points wins the overall title.

If there is a tie: the tie breaker is determined by the one with the most number of wins, then seconds etc. If it is still even, then both would be honored as overall champions.

SECTION F: CRITERIA FOR DISCIPLINARY ACTIONS and PENALTIES

The Chief Steward and the Chief Driving Instructor shall administer the following guidelines as required by circumstances involving competitors, their crew and/or their guests. The specified penalty assessments in the following document are stated in terms of maximum penalties for incidents as they are described. Also taken into consideration in the administration of penalties shall be a driver's current status, racing history and attitude. Drivers to whom penalties are assessed under the disciplinary process are entitled to an appeal hearing before the Board of Directors unless otherwise stated within this document. Decisions made by the Board of Directors evolving out of the driver appeal process shall be binding.

Special races and challenges will be subject to all of the following penalties.

INCIDENT CLASSIFICATION AND PENALTY ASSESSMENT

CLASS 1 INFRACTIONS

Definition of minor violations:

- 1. Passing under yellow flag conditions.*
- 2. Ignoring black flag notifications.*
- 3. Unsafe entry or exit to and from the racing surface.*
- 4. Blocking as defined by VARA.*
- 5. Jumping the start or causing a no start situation.*
- 6. Overly aggressive and/or unsafe passing maneuvers.*
- 7. Speeding in the pits.*
- 8. Absence from any mandatory drivers meeting.*
- 9. Neglecting to voluntarily report to Black Flag after on track contact with other race vehicles or track fixtures, should no black flag notification be shown.*
- 10. Driving at unsafe speed or in an unsafe manner while under the control of a yellow flag condition and / or in the presence of on course safety vehicles.*
- 11. Violation of 3-6-9 Rookie Guidelines.*

12. *Any other minor infraction as deemed suitable for penalty assessment by the Board of Directors, the Chief Steward and the Safety Chairperson.*

Maximum penalty assessment:

1. *Trip to black flag.*
2. *Deduction of competition points.*
3. *One to Two Lap penalty in the session / race in which the infraction occurred.*
4. *Up to three race probation.*

CLASS 2 INFRACTIONS

Definition of violation: *Single car incidents that result in minor damage to the car*

1. *Off course excursion resulting in tire, wheel, chassis and/or body damage.*
2. *Vehicle contact with permanent and temporary track fixture(s); cones, tire barriers, curbing, 'K' rail, Armco.*
3. *Actions taken by a driver aggressive enough in nature that they warrant stricter level of penalty assessment though contact may not have been the result of the action.*

Maximum penalty assessment:

1. *Deduction of competition points.*
2. *Driver is positioned at the back of grid for start of the driver's flag race.*
3. *Disqualification for remainder of event.*
4. *Required attendance at Ground School.*
5. *Up to three race probation.*

CLASS 3 INFRACTIONS

Definition of violation: Multi car incidents that result in damage or Single car incident resulting in major damage; Avoidable contact, as determined by the Chief Steward, with another vehicle(s) while racing in close proximity to another vehicles, resulting in, or causing, damage to any vehicle; Probation violations

1. *Vehicle to vehicle contact to the extent that all race cars involved are safely able to report to Black Flag under their own power. For those race cars depositing parts or fluids on the racing surface, see Class 4 Penalty Assessment.*
2. *Single car Off course excursion resulting in major tire, wheel, chassis and/or body damage.*
3. *Vehicle contact with permanent and temporary track fixture(s); cones, tire barriers, curbing, 'K' rail, Armco.*
4. *Aggressive actions by a driver resulting in the aforementioned conditions to competitor's race car(s) while not incurring damage to his or her race car.*
5. *Actions taken by a driver that are so aggressive in nature that they warrant a more severe penalty assessment though contact may not have been the result of the action. Actions by a driver, or drivers, contrary to the spirit of vintage automobile racing, which encourages safe, competitive driving and discourages overly competitive driving.*
6. *Verbal and / or non verbal displays of unsportsmanlike conduct deemed abusive to fellow competitors and crew, track Officials, Safety crew or any other event attendees.*

Minimum penalty assessment:

1. *Disqualification for remainder of event.*
2. *Deduction of competition points.*
3. *Required corner or black flag duties.*
4. *Minimum 1 Race Suspension.*
5. *Up to six race probation.*
6. *Refer to Class 5 infractions; maximum penalty assessment.*

CLASS 4 INFRACTIONS

Definition of violation: Multi car incidents that result in major damage.

Multi car incidents caused by over aggressive driving.

1. *Vehicle to vehicle contact to the extent that all race cars involved are disabled on or about the racing surface.*
2. *Vehicle contact with permanent and temporary track fixture(s); cones, tire barriers, curbing, 'K' rail, Armco, disabling the race car on or about the racing surface.*
3. *Aggressive actions by a driver resulting in the aforementioned conditions to competitor's race car(s) while not incurring damage to his or her race car.*
4. *Any incident on track incurring injury to a driver or his/her competitors as a result of aggressive driving or negligence while competing.*
5. *Any driver determined to have violated Class 1, Class 2, or Class 3 penalties while currently competing under probationary status.*

Maximum penalty assessment:

1. *Disqualification for remainder of event.*
2. *Deduction of competition points.*
3. *Required corner or black flag duties.*
4. *Up to nine race probation.*
5. *3 to 6 race suspension.*
6. *Refer to class 5 Infractions, maximum penalty assessment.*

CLASS 5 INFRACTIONS

Definition of violation: Actions contrary to the spirit of VARA

1. *Physical abuse of fellow competitors and crew, track Officials, Safety crew or any other event attendee.*
2. *Any driver determined to have violated Class 4 penalties while currently competing under probationary status.*
3. *Willful and malicious vehicular contact during a race event.*
4. *Repeated and habitual violations of Class 3 or greater violations over an extended period of racing with the Club.*
5. *Willful and flagrant deviation from specific direction provided by the Chief Steward to a driver or crew member during any race event where such actions are deemed deliberate, habitual and / or unsafe to fellow competitors and crew, track Officials, Safety crew or any other event attendees.*

Minimum penalty assessment: 13/13 rule

1. *Thirteen race suspension of competition license and member privileges without the right of appeal.*
2. *Upon completion of suspension portion of the penalty assessment and reinstatement of competition license status as determined by the current Board of Directors, an additional thirteen month probation, without the right of appeal, shall begin.*

Maximum penalty assessment: Permanent / Lifetime ban from future participation.

1. *Upon review of a driver's driving history with the Club, the Board of Directors shall reserve the right to mandate a lifetime ban from any and all future participation. This assessment shall include, but not be limited to, review of previous and repeated Class Infractions of all levels over a driver's complete history with the Vintage Auto Racing Association. The Board reserves the right to correspond with other racing organizations and sanctioning bodies as a part of the aforementioned review process. Lifetime bans may also result from any single incident where a driver's conduct has been determined to be so egregious as to cause the Board to be*

concerned that further participation by said driver would constitute an ongoing risk to the safety and welfare of competitors, spectators and / or officials.

CLASS 6 INFRACTIONS

Definition of violation: *Class violations while currently serving probation for previous violations.*

- 1. Drivers currently serving probation after having been officially notified that they have been found in violation of any classification under the aforementioned criteria shall be subject to the maximum penalty assessment as described under **CLASS 3 OR GREATER INFRACTIONS**. Probation violations may include but not be limited to: Race suspension(s); 13/13 penalty assessment; Lifetime ban from future VARA sanctioned events.*

SECTION G: LICENSE REQUIREMENTS

3-6-9 GUIDELINES: ROOKIE STATUS DESIGNATIONS &

FA / SUPER LICENSE REQUIREMENTS

*The **3-6-9 Rule** is a way by which The Vintage Auto Racing Association allows novice and experienced racers to safely and expediently become a part of the challenging and exciting sport of vintage motorsports that VARA provides. Its purpose is to offer guidance and review to incoming drivers of all experience levels. Within the following guideline is the flexibility for any driver to pass through VARA's rookie program quickly and easily while gaining valuable on and off track experience.*

This process classifies drivers into one of three classes of experience. Any driver may be advanced to the next level of rookie classification based on both performance and attitude. For many drivers that come to VARA with previous racing experience, the possibility of moving through the program in one or two events is foreseeable. For our less experienced drivers, we provide the opportunity for both classroom and on track instruction that guarantees by the end of the process, they are familiar with all the circuits that VARA races at with a full understanding of the expectations of safety and attitude that is integral to future participation. In addition, rookie drivers off all class levels are provided with 50% more seat time at any given VARA sanctioned event.

This qualification process exemplifies our commitment providing the safest and most enjoyable introduction to racing within the vintage auto racing community. Welcome to VARA. Have fun and be safe.

Article I. THREE: *(total race weekends) Rookie - Class 3*

Section 1.01 *Each incoming participant considered a Rookie Class 3 driver must compete for 3 race weekends including attendance at the each event Ground School and obtain the signed approval from the Chief Driving Instructor, prior to achieving rookie Class 2 status.*

Section 1.02 *Rookie Class 3 status may be waived and the driver advanced to Class 2 status upon request and documentation by any driver with prior racing experience. This written request shall prompt a review and ruling by the Chief Driving Instructor and the driver's Class Representative.*

Section 1.03 *Rookie probation restrictions and on track performance.*

- (a) The 'four off' rule for drivers with full competition status does not require a mandatory trip to the black flag. This is not an option for rookie drivers of any level. Four wheels off the paved track surface and / or spins which place the drivers racecar in a position contrary to the direction of race traffic on or off the track surface, require rookies to report to the Black Flag Station immediately, without exception.*
- (b) Any rookie reporting to the Black Flag station for any reason including those of a mechanical nature, must also report to the Chief Driving Instructor prior to gridding for their next session, without exception. Non-compliance with this requirement will result in an additional on track black flag notification and termination of the current track session for the rookie.*

Section 1.04 *Grid position for all Class 3 rookies shall be in the back of the field their respective Class for the entire race event weekend.*

- (a) This requirement may be waived by request of the driver to the Chief Driving Instructor. A ruling will be made upon review in conjunction with the driver's Class Representative.*

Section 1.05 All Class 3 rookies must display Rookie stripes on four locations of their racecar as prescribed and approved by the Chief Driving Instructor. Rookie stripes shall be provided to the drivers during their first Ground School.

Section 1.06 Rookie Class 3 point awards structure

- (a) Points awarded for Class 3 rookies shall only apply to the overall rookie point's championship. Points accumulated during the first three races for any rookie will not carry over to their respective class and will not be considered for determination of Class Champions or Overall Points Champion.
- (b) First place finishes in their respective race classification shall result in the award of a checkered flag solely for their performance as a rookie.
- (c) Finishing positions, championship points and checkered flag awards for veteran drivers will not be affected by the presence of any Class 3 rookie competing in the same race or qualifying session.

Article II. **SIX:** (total race weekends including Class 3 events) **Rookie - Class 2**

Section 2.01 All VARA Drivers, including those with full competition status, moving between racecar classes shall be subject reinstatement of Class 2 rookie status. This determination shall be made as a result of a review by the drivers current and future Class Reps, the Class Rep Chairman and the Chief Driving Instructor under the following criteria.

- (a) Driver's performance to date.
- (b) Differential of driving technique required between the drivers previous and new racecar.
- (c) Differential of track speed between the driver's current and future Car Classification.

Section 2.02 Class 2 rookies compete under standard rookie probation restrictions as stated in article 1, section 1.03.

Section 2.03 *Class 2 rookies are entitled to all other the rights and benefits of those drivers with full competition status.*

- (a) Class 2 rookies are allowed to run all their specific class sessions in addition to rookie sessions scheduled for any event weekend.*
- (b) Class 2 rookies compete for grid position as established for each event, just as any other driver with full competition status.*
- (c) Class 2 rookies with one or more black flag infraction(s), other than mechanical black flag notifications, during sessions in which track times determine a drivers subsequent grid position, shall be gridded at the back of the field of their respective class for their next competitive session.*
- (d) Class 2 points awards shall be credited toward Class championship(s) and the Overall Points championship.*
- (e) Class 2 rookies are welcome and encouraged to participate in both rookie practices as well as the rookie races in addition to their respective class practices and qualifying events.*

Section 2.04 *Class 2 rookies are required to participate in rookie track tours for each of their first six competitive events. This must be completed prior to a rookies first practice grid for within their respective car class.*

Section 2.05 *All Class 2 rookies must display Rookie stripes on four locations of their racecar as prescribed and approved by the Chief Driving Instructor.*

- (a) Rookie Class 2 may be advanced to Class 1 status upon request of the rookie driver initiating a review of the drivers performance and experience followed by a ruling from the Chief Driving Instructor and the driver's Class Representative.*

Article III. **NINE:** *(total race weekends including Class 2 & 3 events) **Rookie - Class 1***

Section 3.01 *Class 1 rookies compete under standard rookie probation restrictions as stated in article 1, section 1.03.*

Section 3.02 *Rookies Class 1 drivers are required to display Rookie stripes on four locations of their racecar as prescribed and approved by the Chief Driving Instructor.*

Section 3.03 *Class 1 rookies are entitled to all other the rights and benefits of those drivers with full competition status.*

- (a) Class 1 rookies are allowed to run all their specific class sessions in addition to rookie sessions scheduled for any event weekend.*
- (b) Class 1 rookies compete for grid position as established for each event, just as any other driver with full competition status.*
- (c) Class 1 rookies with 2 or more black flag infraction(s), other than mechanical black flag notifications, during sessions in which track times determine a drivers subsequent grid position, shall be gridded at the back of the field of their respective class for their next competitive session.*
- (d) Class 1 point awards shall be credited toward Class championship(s) and the Overall Points championship.*
- (e) Class 1 rookies are welcome and encouraged to participate in both rookie practices as well as the rookie race in addition to their respective class practice and qualifying event.*

Section 3.04 *The nine race probationary requirements may be waived by the following.*

- (a) Upon request of the rookie driver initiating a review of the drivers performance and experience followed by a ruling from the Chief Driving Instructor and the driver's Class Representative.*
- (b) Rookie drivers may shorten their rookie probation period by one race by volunteering to work an entire race weekend at the Black Flag Station during an event in which they are not competing.*

Article IV. F/A - Super License Requirements

Recent expansion and growth of "Wings and Slicks" group requires a regimented structure to ensure driver safety. The following is the FA / Super licensing program for this car classification group. The FA / Super license is a designation of qualification above and beyond VARA's regular competition license. Drivers must fulfill the requirements of the 3-6-9 Guidelines in conjunction with their application for a FA / Super license. Any driver applying for FA / Super license designation must be able to compete at an 80% level of equivalent race cars. In addition, Those seeking an FA / Super license would fall into one of the three following categories, each with specific qualification criteria:

FA 1. *Drivers with reciprocal licensing and current racing experience in FA type race car shall provide proof of licensing and recent experience through submittal of VARA's reciprocal licensing form. This form is to be completed and submitted by the recognized licensing authority within any organization the driver has previously or is currently competing with. Upon review and approval of this application for reciprocal licensing, the driver will enter as a Class 1 rookie for a minimum of one event and be assigned a Class mentor. Further benefits and privileges under the FA / Super licensing would be based strictly on driver analysis and review.*

FA 2. *Drivers that hold current competition licensing status with VARA and have been proficient in their current run group(s) limited to A, B, C, FF and CF, would enter as a Class 2 Rookie and be assigned a class mentor. For VARA drivers from the remaining classes, a minimum of one, two day open wheel professional race school with documentation provided will be required. Further benefits and privileges under the FA / Super licensing would be based strictly on driver analysis and review.*

FA 3. *For drivers with no reciprocal licensing or current racing experience, a minimum requirement of one three day or two, two day open wheel professional race school with documentation provided within 6 months for review. At that time, the driver would enter as a Class 3 rookie and be assigned a class mentor. Further benefits and privileges under the FA / Super licensing would be based strictly on driver analysis and review.*

All FA candidates in the 3-6-9 program will be required to meet with their mentor prior to their first on track session and be signed off and banded for track clearance. If a driver fails to obtain sign off, they will lose all track clearance privileges until the time that they have met with the FA Class Rep and Chief Steward simultaneously to request clearance.

VARA's current active drivers that meet the 80% rule will be grandfathered and issued a FA / Super license. Anyone who receives a suspension in the Wings and Slicks group will be required to re-enter the licensing program.

VARA RULE BOOK PART TWO

TECH RULES AND CAR CLASSIFICATION

SECTION H: GENERAL VEHICLE APPEARANCE, SAFETY, and TECH

E.1 TECHNICAL INSPECTION/SCRUTINEERING

The entrant is responsible for the car being in racing condition. No car may enter the circuit at any event before being passed by a VARA Technical Inspector. Tech Inspectors may not tech their own cars. Technical inspections will be noted in the vehicle log book. A Tech Inspection form will be completed by the entrant for each event and presented to Tech for approval.

An entry coming to us without any prior documented motorsport and wheel to wheel or race car preparation experience must complete a minimum of 4 (four) VARA races, running all sessions and with no DNF's before applying for an Annual Tech for their car. The only exception will be if the car is substantially prepared by a race car prep shop that has demonstrated consistent and quality work to VARA Tech personel.

Beginning in January 2006, the annual "Car Eligibility, Safety and Classification Form" must be presented at either Annual Tech or at the first race of the season at which the car is entered. This is a requirement in order to obtain a "tech sticker" without which the car may not participate. This is an annual requirement and must be submitted at the beginning of every season. Receipt of this form will be noted in the vehicle log book.

Any technical deficiency or damage noted in the log book must be remedied, and approved by a Tech Inspector in the log book, before the car competes in another event. Any car that has received a mechanical black flag, or has sustained damage shall be inspected at Black Flag/Impound before further competition. A car in an accident will be given a thorough inspection before further race activity. Any damage to a vehicle will be noted in the logbook. Chief Tech Inspector and/or Tech Chairman may require changes or modifications to improve safety of any car. Any Participant in disagreement with these requirements may appeal in writing to the BOD.

E.2 LOG BOOK

Vehicles without log books will be issued one after successfully completing the first tech inspection.

E.3 BATTERY

Must be securely installed and, if located in the cockpit, must be enclosed. All hot battery cable terminals shall be insulated.

E.4 BODY

Modifications such as add-on wings, flares, dams, cutouts, belly pans, and spoilers are not allowed unless specifically allowed in supplemental class rules. Cars should be as originally raced.

It is recognized that steel/factory type body parts are difficult to obtain for some cars. Body parts of fiberglass or other materials may be substituted without affecting classification if the car's weight is the same or more that of steel bodied cars. Substitution of fiberglass or other materials that results in reduced vehicle weight may result in re-classification into a faster class.

E.5 BRAKE LIGHT

There must be at least one brake light bright enough to be seen by other competitors in working order. Formula cars are exempted. Cockpit mounted switches to disable or turn on the brake lights are not allowed.

E.6 BRAKE SYSTEM

Updated dual master cylinders and braided steel flexible lines are recommended.

E.7 CATCH TANKS

There shall be securely mounted and adequate separate catch tanks of one quart capacity minimum for each for oil and water (if applicable). Tanks shall have a means to drain for easy draining of contents.

E.8 COOLANT

Water only! *No glycol based coolants are allowed. Soluble water pump lubricants or water wetters are allowed.*

E.9 HOSES, FUEL LINES, and DRAIN PLUGS

All hoses and lines shall be in good condition. They shall be mounted or secured so as to not be subject to abrasion, excessive tension nor easily damaged. No slip-on fittings are allowed for oil lines. All drain plugs shall be properly secured. Fuel line run through the cockpit must be one piece (no fittings) steel braided hose or metal tube.

E.10 ELECTRICAL CUTOFFS

All cars must have a clearly marked electrical master cutoff switch which completely cuts battery power to the car and shuts off engine. Switch must be located so as to be easily accessible to corner workers. It is strongly recommended that the switch also be located so as to be within easy reach of the driver as well.

E.11 FIRE PROTECTION

All cars must be equipped with an on board fire system designed for use in race cars. Actuation can be mechanical or electrical and must be within easy reach of the driver. Installation must follow the manufacturer's instructions with particular attention to mounting orientation and nozzle locations.

Halon or FE36 systems must be a minimum of a 5.0 pound and use 2 nozzles. There shall be one nozzle directed toward the engine and one directed toward the driver. 10 pound systems may use a third nozzle at the fuel cell.

AFFF systems (aqueous foam) must be minimum of 2.3 liters with 2 nozzles. There shall be one nozzle directed toward the engine and one directed toward the driver.

E.12 FIREWALLS

Except for certain Formula Cars, a firewall must be provided between cockpit, engine, and fuel tanks.

E.13 FUEL CELLS

An FIA FT-3 1999 or higher approved road racing type fuel cell, properly mounted, with a non-vented filler cap, and check valve in the venting system, is required for all cars. This requirement includes a flexible bladder filled with foam in a metal enclosure. Vent lines shall terminate outside of and below the car body.

E.14 MIRRORS

All cars must be equipped with one or more mirrors mounted to provide an adequate view to the rear.

E.15 NUMBERS

Race numbers are assigned for a full season upon receipt of entries for the first event of the year. Effort will be made to honor requested numbers on a first-come, first-served basis. The assigned number must be displayed, at least ten inches tall and one inch wide on each side of the car and at least 6" tall on the front of the car. Car class and group designation shall be displayed on each side following the car number. Numbers must be in place for Technical Inspection and must be of a design and contrast to be legible to officials from either side of the track.

E.16 RACE CAR APPEARANCE

Cars must be clean and tidy, with no body damage. They must be painted and not in primer. Engine and chassis must be clean and free of dirt and oil.

E.17 ADVERTISING

Advertising on cars should be in the character of the car's vintage. A VARA decal is required to be displayed on each side of car. (decal is free from VARA)

E.18 ROLL BAR

Roll bars are required on all postwar cars. (Roll bar requirements for specific historic cars may be waived by application to the Technical Committee.) The roll bar shall be higher than the driver's helmet when seated in the car. Roll bar design and construction is the entrant's responsibility, but it is strongly recommended they be designed and constructed to current SCCA or equivalent standards. The Chief Technical Inspector and/or Tech Chairman may

deem a roll bar or rollover structure unfit for competition. There must be a padded head restraint within 6 inches behind the drivers head.

E.19 SAFETY BELTS/HARNESSES

Three inch lap belts are required in all cars. Additionally, all cars with roll bars require a five or six point harness, with minimum widths of two inches for shoulder harness and submarine strap(s). They must be secured to the body frame with suitable reinforcement plates and clip type ends must be pinned. Attachment to seat frame is not acceptable. Y belts for shoulder straps are not acceptable. Shoulder belts must be attached to separate mounts. Anti-submarine strap(s) must be installed so as to prevent forward movement of the driver. Belts shall be dated and belt webbing must be in good condition. Re-webbing is required every five (5) years.

E.20 SEATS

Seats shall be suitable for competition and securely fastened.

E.21 SUSPENSION AND STEERING

No excessive wear is allowed. Crack-testing is highly recommended and may be required on some cars.

E.22 THROTTLE SPRINGS

There shall be at least two external throttle return springs attached in a manner to fully close the throttle plates.

E.23 TOWING

An eyebolt or equivalent shall be provided on front and rear of car for towing. The roll bar on open cars will suffice.

E.24 UNDERTRAYS

Any car equipped with undertrays must have drain holes so as not to trap fluids.

E.25 TRANSPONDERS

To be scored each car must be equipped with a AMB transponder which is compatible with the VARA timing system. For transponder information contact the VARA office. Cars without a transponder may participate but will not be scored.

SECTION I: CAR CLASSIFICATIONS

- F.1 PRODUCTION (P)
- F.2 FORMULA (F)
- F.3 SPORTS RACING (SR)
- F.4 HISTORIC (H)
- F.5 EXHIBITION (EX)

F.1: Production Cars

Group 1:

The intent of Group 1 is to present exceptional examples of well-prepared cars, faithful to their period. Appearance and authenticity will be taken into consideration. Cars wishing to run in Group 1 will need to petition the Group 1 Committee for consideration.

Group 1 Guidelines

Cars should be essentially as manufactured with a factory exterior appearance. Preparation level is intended to not preclude returning the car to street use. All production and sedan classes shall have a group 1 counterpart. We strongly encourage participants interested in limited prep and/or economical vintage racing to consider group1. Group 1 will include cars produced through 1972.

Tires:

Same requirements as production classes.

Wheels

Same requirements as production classes.

Headlights and Turn signals:

May be removed. However, must retain original trim and location to simulate original appearance. Openings must have metal covers. Stop lights must work.

Windshield wiper assembly, horn, heater:

May be removed or be inoperable

Glass:

Open cars may remove the windshield if removable without cutting the "A" pillar. All cars may remove door glass and door glass frames. Side glass may be replaced with Plexiglas. Exterior window trim should remain stock in appearance. Glass or OEM rear window must be installed.

Suspension:

Stock location and geometry including sway bars, shocks, springs etc. After market sway bars may be used. Springs and shocks must be stock type and configuration. Poly bushing may replace rubber. No rod ends on suspension locating joints and no added devices except as noted. One bolt in strut brace is allowed.

Transmission:

Number of speeds as year of mfg.; OEM gear ratios, synchronized as manufactured in OEM case.

Differential:

Any OEM ratio & any limited slip OK. No welded differentials.

Brakes:

Must be same type as manufacture date; dual master cylinder is recommended. Rotor and drum diameter shall be as manufactured. Calipers shall be as manufactured. Pads and shoes are free.

Engine:

Same type/size as year of manufacture (0.060" overbore limit).
Period correct roller rocker arms are ok. No stud girdles. Compression Ratio is limited to 10 to 1 maximum unless it can be documented as higher from the factory as delivered for street use. Block and heads must be OEM and period correct. No aluminum flywheels. No dry sump oiling systems unless originally sold as such. Oil coolers and radiators are free but must not conflict with stock type appearance of body.

Clutch:

Free except must be OEM type/size clutch and flywheel.

Carburetion:

Stock carb size and make per model series (same mfg & venturi count). No Weber DCOE sidedrafts where not originally equipped.

Intake manifold:

must be OEM or correct aftermarket for year, model, and engine. After market manifolds must have same configuration (size, length, material etc.) as factory manifold.

Engine ignition:

Must be through distributor (no crank fired ignition).

Charging system:

Must be functional (alternator or generator).

Headers and mufflers are free.**Steering wheel:**

Diameter may be changed.

Racing seat:

For driver highly recommended. Passenger seat may be removed.

Interior:

Headliner, floor carpets and rear seat may be removed. Removal of certain parts/panels for roll cage installation is acceptable. Recommend asking Tech Chairman prior to modification. Interior door panels may be modified to accommodate door bars. Effort should be made to maintain a "factory" appearance.

Safety:

All safety requirements are same as other production classes. Safety must not be compromised for cost or originality. Full roll cage is highly recommended.

Bodywork and Interior:

Must be same material, shape, and design as original. Mustang cannot run "R" front valance or "R" rear window. "S" trim is ok.²⁴ Dash – Must be stock type or OEM optional. Additional gauges may be added.²⁵ Fuel cell should be in same general location as stock gas tank. Spare tire may be removed.

Additional supplemental rules may be applied to individual classes.

GENERAL PRODUCTION CAR GUIDELINES:

This classification is intended to include cars as raced in the USA up to and including 1972. Cars produced after 1972 but of the same model and specification as a pre 1973 model are also eligible.

Bodywork and Interior:

- 1. The body and configuration must be as originally manufactured and/or raced and shall be neat and clean. This applies to the outside, engine compartment, and cockpit areas. Non original supplemental aerodynamic devices, such as spoilers, air dams, belly pans, and wings are not permitted unless specifically permitted by supplemental class rules. Flared fenders and/or body widening are not allowed unless this is original period race configuration (in the USA) or specifically allowed by supplemental class rules. Fiberglass panels that duplicate factory may be substituted; however, this may affect classification.*
- 2. Interiors will be neat and finished. Supplementary gauges are allowed, but must be neatly mounted. The driver's seat may be replaced with a racing type seat. Passenger seats are optional. Loose carpeting must be removed. Windshields and other glass may be replaced with an approved material.*
- 3. Bumpers may be removed. If lights are removed, the openings must be covered. Ducting through the headlight openings for any purpose is prohibited.*
- 4. Historically significant markings are encouraged.*

Engine:

*Original type and manufacture. Must declare accurate displacement in cc's or cubic inches. Block and head material and stroke must be as original. Stroke must be original. Stroker cranks are prohibited. Internal engine components are free. No late production heads allowed (i.e. SVO or slant plug Chevy small blocks). After market aluminum or cast iron heads (World, Dart or OEM) which closely match original specifications may be allowed depending on class rules. Ignition may be upgraded to electronic type with distributor except **no crank fire ignitions allowed**. Rocker arms are free. Lubrication is free. Engines may be over bored a maximum of .060".*

Transmission:

Must be the same type and size as manufactured in the vehicle, including number of forward speeds. After market and replacement gear sets are acceptable (i.e. Leeson, Quaiffe, Webster, etc.).

Differential:

Must be same as originally manufactured, but ring and pinion ratios are open. Type of limited slip is open (i.e. Salsbury, cam & pawl, etc.)

Suspension:

Original attachment points are required. Sway bar(s) may be added and rates are free.

Springs must be stock material and type, but rate and height are free. Solid bushings are permitted to replace rubber.

Brakes:

Braking systems must be of the same type as were standard for the year of manufacture, or were homologated by the original manufacturer. Updating or backdating within a range (body type) of production years is allowed. Dual master cylinders highly recommended.

1. After market brake calipers are prohibited.

2. Lining materials are free.

3. Brake ducts are permitted as long as ducts are not visible from the outside of the car and external scoops are not added to the body. Ducting may not pass through the driver's compartment.

Wheels:

Up to one and one-half inches over width as manufactured and a one inch increase or decrease in diameter up to a maximum of 15 inches is permitted unless otherwise specified in supplemental class rules.

Tires:

Nothing less than 50 series aspect ratio D.O.T. treaded tires will be allowed. Tread should approximate rim width. The minimum tread depth is 1/16", with no visible defects. Tires must be treaded at time of manufacture. Hand grooving is not allowed. Tires must fit within the body envelope.

PRODUCTION MODIFIED: Effective 1/1/2006

Cars which are deemed modified beyond VARA's production car rules and/or guidelines may be classified as "Modified" at the discretion of the classification committee. All production classes will have a "modified" counterpart. This is not intended as a free license to modify cars. Cars modified significantly beyond normal VARA guidelines or "not in the spirit of vintage racing" may not be accepted for participation in VARA events. Stroker cranks are specifically prohibited.

As of 1/1/2006 ---Modified cars will be eligible for flags but will not accumulate points and will not be eligible for a championship.

PRODUCTION (P) CLASSIFICATION

Guideline list for cars through 1972 effective 1/1/2004

AP

Cobra 427

Cobra 289 with Webers

Corvette "big block"

Corvette Gran Sport

Shelby GT500

AP3

AMX 390

1968-1972 Corvette 427

1968-1972 Boss Mustang 429

BP

Corvette 327

Cobra 289

Shelby GT350

Jaguar XKE

Sunbeam Tiger

BP3

1968-1972 Corvette small block

CP

Alfa GTZ

Corvette up to 1962 with 327

Ginetta G4 1500cc pushrod

Lotus Elan 1558cc

Lotus S7 1600cc pushrod

Morgan Super Sport

Jaguar all except XKE

Porsche 911 2 liter

Porsche 904 2 liter

Datsun 240Z 2.4 liter

Porsche 914-6 2 liter

DP

Alfa Spider up to 2 liter
Austin Healy Sprite up to 1381cc max
Corvette up to 1960 with 265/283
Elva Courier with B type engine
Fiat 124 spider up to 2 liters
Daimler V-8
Datsun 2000
Ginetta 1300cc
Lotus 7 1500ohv non cross-flow
MG Midget up to 1381cc max
Porsche 914-4 up to 2 liter
Porsche 912 up to 2 liter
Turner 1500ohv
Triumph GT6
Triumph TR6/TR250
Triumph TR4/4A
Triumph Spitfire 1300 &1500
TVR 1800
Volvo P1800 up to 2 liter

EP

Alfa Spider 1600cc
Alfa Duetto 1600cc and 1750cc
Austin Healy 100-6/3000
Austin Healy Sprite 1275cc
Elva Courier 1622 original type engine
Fiat 124 spider up to 1688cc
Ginetta 1000cc
Lotus Europa 1470cc
MGB/MGB GTMGA with B engine
MG Midget 1275cc
Morgan +4 up to 2.2 liter
Porsche 912 up to 1725cc
Porsche 914-4 1700cc
Porsche 356 up to 1725cc
Sabra 1500cc
Triumph TR2/3 2200cc
TVR 1622cc
Turner 1500 with single downdraft, non cross-flow
Volvo P1800 1800cc

FP

Arnolt/Bristol
Alfa Guila 1600cc with 4 wheel drum brakes
Alfa Giulietta Spider 1300cc

Austin Healy 100-4
Datsun 1500 & 1600 roadster
Lotus 7 America 948cc & 997cc
MGA 1622cc & twin cam
Morgan 4/4 MKV
Porsche 356 up to 1600cc with drum brakes
Sunbeam Alpine 1725cc
Triumph Spitfire 1147cc
Triumph TR2/3 2000cc

GP

Abarth OT1000
Abarth Berlina Corsa 982cc/1050cc
Alfa Giulietta 1300 with 4 wheel drum brakes
Austin Healy Sprite 1098cc
MG Midget 1098cc
Mini 1098/1071cc
Morris Minor 1098cc
NSU TT 1100cc
Porsche 1300
Sunbeam Alpine 1592cc/1494cc
Turner 950S
VW Karmman Gia and Bug 1200cc

HP

Austin Healy Sprite 948cc
BMW 700
Fiat Abarth 750cc/850cc
Fiat 850 sedan and spider 850cc/903cc
Fiat 1200 spider
MG TC/TD/TF
Mini 850/998
NSU TTS 996cc
Panhard sedans
Saab 850 sedans 850cc/998cc
Sunbeam IMP

A SEDAN

Included are 1972 and earlier cars eligible for SCCA AS class or Trans AM.

AMC Javelin
Chevrolet Camaro
Chevrolet Nova
Dodge Dart
Ford Mustang
Ford Falcon
Mercury Cougar
Plymouth Barracuda

B SEDAN

Included are 1972 and earlier cars eligible for SCCA BS class and Trans AM. This list may not include every possible eligible car.

*Alfa Romeo Sedans up to 2 liters
Alfa Romeo GTA
Audi 100
AMC Gremlin
BMW 1600 and 2002
BMW 2500 sedan
Chevrolet Vega
Datsun 510 and 610 up to 1800cc
Fiat 124 Sport Coupe
Ford Cortina and Lotus Cortina up to 1800cc
Ford Escort
Ford Capri up to 2 liter
Ford Pinto up to 2 liter
Opel Kadett and Manta 1900cc
Toyota Celica
Mazda RX-2 and RX-3 non-bridgeport
Triumph T2000, 2.0 Vitesse, 2.5 PI saloon
Volvo sedans up to 2 liter*

C SEDAN

*Alfa Romeo Giulia sedan and GTV up to 1600cc
Alfa Romeo GTA Junior 1300
Datsun 510 1800cc single 2 barrel downdraft
Datsun 510 1600cc Weber carbs
BMW 2002/1600 2000cc single 2 barrel downdraft or 1600cc Webers
BMW 1800/2000 (4 door) 2000cc single 2 barrel downdraft or 1800cc Webers
Ford Cortina up to 1600cc pushrod
Mini up to 1381cc max
Volvo Sedans 1800cc with Webers or 2000cc with 2 barrel downdraft*

D SEDAN

It is recognized that steel/factory type body parts are difficult to obtain for some cars. Body parts of fiberglass or other materials may be substituted without affecting classification if the car's weight is the same or more that of steel bodied cars. Substitution of

fiberglass or other materials that results in reduced vehicle weight may result in re-classification into a faster class.

BMW 1600 1600cc single 2 barrel downdraft
BMW 1800 (4 door) 1800cc single 2 barrel downdraft
Datsun 510 1600cc single 2 barrel downdraft
Mini Cooper S 1275cc
Morris Minor 1275cc
Volvo P544 1600cc

F.2 FORMULA CARS

Cars must compete as they were originally configured and raced.
Specific rules for Formula Ford, Formula V and others are contained in the "Supplemental Rules" section.

F1: FIA Formula 1 cars, mid engine.
F2: 2000 cc, mid engine, FI, no ground effects.
F5000: 5000 cc stock block.
NDY: Indy cars through 1978.
FA: Formula Atlantic 1600cc, no ground effects, through 1979.
FSV I: Formula Super Vee (1600cc), air-cooled, no ground effects, treaded tires, no wings, through 1976.
FSV II: Formula Super Vee (1600 cc), water-cooled & air cooled up to 2000cc, no ground effects, through 1978.
FSV III: Formula Super Vee (1800 cc) with ground effects , through 1986.
FB: 1600cc, with two valves/cylinder, treaded tires, no wings, through 1969.
FC: 1100cc, treaded tires, through 1963, also F3 1000cc, through 1968.
FD: 1100cc, front engine location, through 1965.
FV: VW based, 1200cc through 1972.
FF: Formula Ford through 1972
MOD-Ford: Formula Ford 1973-1983; No ground effects. All other FF rules apply.

F.3 SPORTS RACING Two Seat Racing Cars

These classifications are guidelines only, cars may be reclassified either for a single event or for the season, depending upon observed performance. If you are not satisfied with your classification, you must make a request in writing to the Eligibility Committee.

Super Sport (S/S): Sports Racing cars on slick racing tires. Wings permitted.

SSA.1 Over two liters, 1969 to 1974.

SSA.2 Over two liters, through 1968.

SSB. Under two liters, through 1974.

SPORTS RACERS (SR): Treaded tires. No wings

ASR. 1960-1968 Over 2 Liters

BSR. 1955-1959 Over 2 Liters
CSR. 1961-1968 under 2 Liters
DSR. up to 1954 over 2 liters, up to 1972 up to 1550cc, up to 1960 under 2 liter
ESR. up to 1972 up to 1100cc
H-Mod. Under 850cc, through 1965.
RSR: Renault Sport Racers thru 1985
SR2000: 2.0 Liter Sports Racers thru 1985
WSR: Toyota MR2 based Sports Racer
S2000

F.4 HISTORIC (Pre-War)

Pre-War sports and race cars are especially encouraged. This class may also include postwar examples in some cases.

Entries of special interest will be individually reviewed to promote their participation in competition. Historic cars will be run in VARA classes commensurate with their performance potential, and receive competition points and awards as the Historic winner in the particular class. Examples: All pre-war cars, Morgan 3 Wheelers, Alfa Romeo Monza, MG T/C etc

F.5 EXHIBITION CLASS

The Exhibition Class is designed to allow cars with significant race history to compete in a group not consistent with VARA's traditional class structure.
No definite year cutoff is proposed. Tires and other equipment should be as raced in period.
All VARA General Vehicle Safety Standards will be adhered to.
Acceptance is by application, with approval by VARA Classification Committee and the recommendation of the Race Chairman. Exhibition car acceptance is on a race by race basis.
Exhibition cars will show in official race results but shall not accrue championship points.
The Exhibition class is not intended for the purpose of allowing cars which are not eligible, due to year of manufacture or other, to race with VARA.

SECTION J: Supplemental Class Rules

A number of classes have rules that either modify and/or go beyond the normal VARA rules. These include:

A and B Production

B Sedan

C Sedan

C Production

S2000 and CS2000

World Sports Racer –WSR

Formula Ford

Club Formula Ford

Formula Vee – Vintage, FV1 and FV2

A PRODUCTION

Engine: Ford and Chevrolet

Maximum engine displacement – 427 cu in and .060" overbore. Stroke must be as manufactured.

Production heads must be of original material as manufactured through 1972. Cast aluminum and iron aftermarket heads (World, Dart, or OEM) which closely match the original specifications may also be allowed.

Camshaft, rocker arms and engine lubrication are free.

Dual plane manifolds only except 289 Cobra with Webers and the Grand Sport Corvette

Wheels:

Maximum 15" x 8.5" front and 15" x 9.5" rear

Tires:

Tires must fit within the original bodywork. Tires size 800 x 15 maximum or Hoosier TD – front 26.5x9.5x15, rear 25.5x10x15 or radial in 275x50x15

Differential:

Aluminum housings are not permitted. Axle housings may not be cambered. Gear ratio and type of limited slip are free.

Body Work:

Door glass and mechanisms may be removed. Windshield may be removed on roadsters. Period correct flares are allowed.

B PRODUCTION**Engine:**

Max displacement – Ford 302 cu in, Chevrolet 327 cu in, Jag XKE 4235cc. All cars .060" overbore. Stroke must be as manufactured.

Cylinder Heads:

Ford and Chevrolet must use cast iron heads manufactured through 1972, Jaguar XKE production type only. Cast iron aftermarket heads (World, Dart, or OEM) straight plug, 23 degree valve angle, no stud girdles. If not sure about your head, ask talk to your class representative before spending your money to make questionable alterations.

Intake manifolds:

Dual plane manifolds only, no single plane manifolds permitted. After market dual plane manifolds are ok. Contact your class representative if you are not sure about your application.

Cams:

Flat tappet cams only, no rollers. Roller rockers are ok.

Oiling systems:

Wet sump oils systems only. Dry sump systems are not permitted.

Wheels:

BP1- 15"x7" max, BP 15"x8" max. Tire and wheel must fit within the unaltered original bodywork.

Tires:

Maximum tire size: 235-60-15. Permitted tires are 215-60-15 Hoosier radial, 225-60-15 Hoosier bias, or 600-15 Goodyear. No Hoosier metric 25.5 or 26.5 tires are permitted. Any other tires must be approved. All tires must fit under unaltered original bodywork.

Brakes:

OEM equipment required for all brake configurations, however, drilled and slotted aftermarket rotors are permitted providing OEM dimensional characteristics are retained. Two piece rotors and aftermarket calipers are not permitted.

Differential:

Aluminum housings are not permitted. Axle housings may not be cambered. Gear ratio and type of limited slip are free.

Transmissions:

Stock type required. Transmissions must utilize synchros, no dog ring configured transmissions are permitted. No Jerico or other similar aftermarket transmissions are permitted. Contact your class representative if you are not sure about your application.

Body Work:

Door glass and mechanisms may be removed. Windshield may be removed on roadsters. No flares are allowed.

B SEDAN Supplemental Rules

Effective January 1, 2010

The goal of the B-Sedan class is to provide safe, fun and fair competition in period correct cars meeting VARA's eligibility standards. These rules are intended to be a guideline to acceptable "period correct" modifications. For period correct, the rules should be interpreted as "what was available to all racers in the USA prior to 1973".

- A. Cars eligible for the B Sedan class are listed in the VARA Car Classification Guidelines.
- B. *Car preparation and safety standards are regulated in accordance with the VARA production car and safety rules, subject to the specific provisions in these Supplemental Rules.*

~~***G. There will be two (2) classes within B Sedan. B Sedan and 2.5 Sedan. B Sedan will have more restrictions than 2.5 Sedan. The differences will be noted in the rules listed below.***~~

NOTE: this change eliminates the class called B Sedan 2.5.

Chassis, Coachwork and Suspension:

- A. *A front spoiler may be mounted below and to the rear of the bumper location. No rear spoilers or wings allowed.*
- B. *Both front and rear bumpers may be removed.*
- C. *Period correct fender flares are allowed (not "Box" flares).*
- D. *Fiberglass hood and trunk lids allowed (no carbon fiber, etc.).*
- E. *Lexan windshield and plexiglass side and rear windows allowed.*
- F. *Wheel rim width 7 inches maximum, wheel diameter per VARA rules - 1" larger diameter than stock is allowed*
- G. ***Maximum tire width for BS=205mm and for 2.5BS=225mm. Tires must be DOT approved treaded tires. Profiles down to and including 50 series tires are allowed.***

- H. Track may not change more than ½ inch from stock measured on a horizontal plane through the hub centerline.
- I. **Suspension joints - In BS spherical bearings and/or rod ends are allowed for sway bar end links, upper front strut bearings, panhard rod, and front tension control rods only. Other suspension bushings may be replaced by urethane bushings. ~~In 2.5BS suspension bushing and joint materials are free~~**
- J. Factory suspension control arms must be used. Reinforcement of suspension control arms for safety is allowed.
- K. Adjustable camber is allowed.
- L. Spring perch height may be adjustable.
- M. Quick-change or knock off-wheels are not allowed.
- N. The wheelbase of the automobile may not be changed or relocated.
- O. Suspension type (McPherson strut or coil spring/shock combination) must be as originally provided on vehicle.

Engine and Drivetrain:

- A. Maximum overbore is .060" (per VARA standard).
- B. Any distributor may be used so long as no engine modifications are required. Any ignition may be used except crank fire ignition systems, which are not allowed.
- C. **Valve springs, keepers, and retainers are free. No alteration of the valve centerlines allowed. Titanium valves are prohibited. ~~In 2.5BS valve diameter is free.~~ In BS valve diameter may be maximum of 2mm larger than stock.**
- D. Roller cam followers are not allowed unless stock for production cars.
- E. Limited slip or locked differentials are allowed. Original OEM case is required.
- F. Brake and clutch pedals and hydraulic cylinders are free.
- G. **Transmissions must have same number of forward speeds as originally offered, with a maximum of 5 forward speeds and functioning reverse. Sequential gearboxes are specifically forbidden.**

Stock diameter flywheel is required. In BS transmissions must have OE case and internals (syncromesh). ~~In 2.5BS transmission internals are free.~~ In BS Clutch and pressure plate must be single disc design. ~~In 2.5BS clutch is free.~~ Dog ring transmissions are allowed with a 75 lb. weight penalty.

- H. Carburetors are free up to a maximum of 48mm Webers and 50mm Mikuni/Solex
- I. No changes to the internal or external coachwork to accommodate installation of the induction system are allowed.
- J. Only pre-1973 model year engine configurations and displacements available for sale in the USA are acceptable. Displacement and engine configuration must be correct for chassis type as sold in the USA.
- K. Cylinder heads must be OE for USA production cars. Porting is allowed. Material may not be added to cylinder heads.
- L. Charging system, either generator or alternator, must be intact and functioning.
- M. Radiators are free but must be in approximately stock location.
- N. Crankshaft must be OEM for production cars, but may be modified. Stroke must be same as stock for engine.
- O. Engine and/or transmission must be in stock location and may not be repositioned to alter weight distribution.
- P. Cars that were equipped with fuel injection when sold new may use fuel injection. Must use same make & model of fuel metering and/or fuel distribution unit.
- Q. Rotary engines –Bridgeported engines are not allowed.

Brakes:

- A. Brake discs, calipers and/or drums must be period correct.
- B. Substitution of dual master cylinders and pressure adjusting devices are allowed.
- C. Replacement or removal of brake booster systems is allowed.

Minimum Car Weight:

- 1. In addition to above rules, minimum weight will be enforced for all BS cars.*
- 2. Weight minimum will be with driver, without refueling, following a race or qualifying.*
- 3. Cars may be weighed immediately following any race or qualifying period, prior to returning to the paddock.*
- 4. Minimum weight will be calculated by multiplying nominal displacement in cc's [i.e. 1600, 1750, 1800 or 2000] by 1.10. ie. $2000\text{cc} \times 1.10 = 2200 \text{ lb.}$*
- 5. Cars with rotary engines will be considered to have displacement of twice the working capacity of the chamber.*
- 6. Cars with an overbore of .080" will use the following formula: multiply actual displacement in cc's by 1.10. Example: .080" over $1800 = 1855\text{cc} \times 1.10 = 2041 \text{ pounds.}$*

Modified Cars:

- A. Per VARA's current rules - Cars modified beyond these B sedan rules may be allowed to run as B Sedan "Modified" or move to the appropriate "GT" class***
- B. This is not intended as a free license to modify cars.***
- C. To qualify for BS Modified - Cars must adhere to coachwork rules.***
- D. Underweight cars must meet displacement rules. Cars not meeting displacement rules must meet weight rules.***

Rules Enforcement:

Any driver/entrant discovered to have non-conforming modifications or to not comply with maximum bore/stroke regulations, shall lose any points earned at the

event where the discovery is made. A second incident of non-conformity shall result in the loss of all points accumulated for the season up to and including the event at which the discovery is made.

Any driver refusing to allow engine inspection or weighing of his/her car shall be deemed in violation of these rules. The penalty for such refusal shall be disqualification from the event at which the refusal takes place and loss of all points for the season to date.

Any car found to be underweight after qualifying shall start from the back with the proper weight added. Any car found to be underweight after a race shall not receive any points for the weekend. If a car is found to be underweight at a second event, all points for the season shall be forfeited up to and including the event at which the discovery is made.

C SEDAN

Supplemental Rules

The goal of the C Sedan class is to provide safe, fun and fair competition in period correct cars meeting VARA's eligibility standards. These rules are intended to be a guideline to acceptable "period correct" modifications. For period correct, the rules should be interpreted as "what was available to all racers in the USA prior to 1973".

Cars eligible for the C Sedan class are listed in the VARA Car Classification Guidelines. Additional cars may be added from time to time to accommodate event entries and member requests.

Car preparation and safety standards are regulated in accordance with the VARA production car and safety rules, subject to the specific provisions in these Supplemental Rules.

Stock is defined as: what was sold to the general public through the factory dealerships in the USA during the correct time period.

Chassis and Bodywork

A. A front spoiler may be mounted below and to the rear of the bumper location. No rear spoilers or wings allowed.

B. Both front and rear bumpers may be removed.

C. Small period correct fender flares are allowed (not "Box" flares).

D. Fiberglass hood and trunk lids allowed but not other body parts (no carbon fiber, etc.).

E. Lexan windshield and Plexiglas side and rear windows allowed.

F. No changes to the internal or external coachwork to accommodate installation of the induction system are allowed.

Suspension, Wheels and Tires

A. Wheel rim width 6 inches maximum, wheel diameter per VARA rules - plus or minus 1" diameter from stock is allowed

B. Maximum tire width is 205mm. Tires must be DOT approved treaded tires. Profiles down to and including 50 series tires are allowed.

C. Track may not change more than ½ inch from stock measured through the tire centerline.

D. Suspension joints - In CS spherical bearings and/or rod ends are allowed for sway bar end links, upper front strut bearings, and panhard rod, only. Other suspension bushings may be replaced by urethane bushings.

E. Factory suspension control arms must be used. Reinforcement of suspension control arms for safety is allowed.

F. *Suspension pickup points may not be moved except for minor slotting to adjust camber/toe.*

G. Adjustable camber is allowed.

H. Spring perch height may be adjustable.

I. Quick-change or knock off-wheels are not allowed.

J. The wheelbase of the automobile may not be changed or relocated.

K. Suspension type (McPherson strut or coil spring/shock combination) must be as originally provided on vehicle.

Engine

A. Maximum overbore is .060" (per VARA standard), subject to the minimum weight regulations listed below.

B. Only pre-1973 model year engine configurations and displacements available for sale in the USA are acceptable. Displacement and engine configuration must be correct for chassis type as sold in the USA.

C. Cylinder heads must be OE for USA production cars. Porting is allowed. Material may not be added to cylinder heads.

D. Crankshaft must be OEM for production cars, but may be modified.

E. Stroke must be same as stock for engine.

F. *No dry sump lubrication allowed unless originally factory equipped.*

G. *No electrically driven water pumps.*

H. Charging system, either generator or alternator, must be intact and functioning.

I. Any distributor may be used so long as no engine modifications are required. Any ignition may be used except crank fire ignition systems, which are not allowed. *Ignition must be triggered by a distributor.*

J. Valve springs, keepers, and retainers are free. No alteration of the valve centerlines allowed. Titanium valves are prohibited. Valve diameter must be stock.

K. Roller cam followers are not allowed unless stock for production cars.

L. Carburetor type and number per eligibility list.

M. *2 barrel downdraft carbs are limited to a max barrel size of 38mm. example: Weber 38DGV.*

N. *Side draft carbs are limited to max choke (venturi) of 34mm and max barrel (body) size of 45mm. example: Weber 45DCOE with 34mm choke. No motorcycle carbs.*

Drivetrain

A. Limited slip or locked differentials are allowed. Original OEM case is required.

B. Transmissions may have a maximum of 5 forward speeds and functioning reverse.

Transmissions must have OE case and internals (synchromesh). Sequential gearboxes and

"dog" boxes are specifically forbidden.

*C. Stock diameter flywheel, **pressure plate, and clutch disc are required.** Clutch and pressure plate must be single disc design.*

D. Radiators are free but must be in approximately stock location.

E. Engine and/or transmission must be in stock location and may not be repositioned to alter weight distribution.

F. Rotary engines are not allowed.

Brakes

A. Brake discs, calipers and drums must be period correct.

B. Substitution of dual master cylinders and pressure adjusting devices are allowed.

C. Replacement or removal of brake booster is allowed.

*D. **No rear discs on cars originally equipped with drums.***

*E. **Brake disc diameter to remain stock.***

Minimum Weights

Minimum weight will be 2000 lb at end of session without driver for all cars except BMC Mini's. Minimum weight for the Mini is 1400 lb. Weights of other cars may be determined as required.

Modified Cars

A. Per VARA's current rules - Cars modified beyond these C sedan rules will be allowed to run as C Sedan "Modified".

B. This is not intended as a free license to modify cars.

C. To qualify for CS Modified - Cars must adhere to coachwork rules.

D. Underweight cars must meet displacement rules. Cars not meeting displacement rules must move to B Sedan

Rules Enforcement:

Enforcement will be the responsibility of volunteers from within the class.

Any driver/entrant discovered to have non-conforming modifications or to not comply with maximum bore/stroke regulations, shall lose any points earned at the event where the discovery is made. A second incident of non-conformity shall result in the loss of all points accumulated for the season up to and including the event at which the discovery is made.

Any driver refusing to allow engine inspection or weighing of his/her car shall be deemed in violation of these rules. The penalty for such refusal shall be loss of all points for the season to date.

Any car found to be underweight after qualifying shall start from the back with the proper weight added. Any car found to be underweight after a race shall not receive any points for the weekend up to the time of discovery. If a car is found to be underweight at a second event, all points for the season shall be forfeited up to and including the event at which the discovery is made.

C PRODUCTION

Supplemental Rules

All "C" classes

1. As with all classes a maximum over bore of .060" is allowed and no stroker cranks
2. Displacement must be calculated from original as delivered specification.
3. Roll cages may penetrate firewall to help improve safety for fuel cell and impact protection.
4. Lexan windows all around are allowed. Windshield 3/16" minimum thickness. Except group1 cars.
5. Brake ducting is allowed
6. Fiberglass body panels are allowed but discouraged. If it is deemed that one car has an unfair advantage do to weight, a weight penalty may be applied to even out competition.
Except group1, No Fiberglass allowed.
7. Maximum tire size of 225x50x15.

CP Supplemental for Porsche 911 2.0 L (new for 2009)

Engine:

(1991cc) Bore x stroke 3.15" x 2.60" (80mm x 66mm) Max .060 overbore

Head material.....alloy

No twin plug heads

Block material.....alloy

Carburetion..... (2) Weber 46 IDA or PMO equivalent

Ignition:

Electronic ignition is permitted and must be triggered by a distributor

Transaxle

Porsche.....901 or 915 transaxle - .4 or 5 speeds, ratios and drive (quaiffe, limited slip or locked and ring and pinion ratio) are free

Chassis:

2 door, uni-body coupe, steel body,

Wheelbase: 911 SWB 87" or 911 LWB 89.2" (long and short wheelbase cars)

Track dimension: front...54", +/- 2" rear...54", +/- 2"

Official weight, measured without driver and fuel:

Porsche 911 SWB up to 1968, 2 liter 1925 lb

Porsche 911 LWB up to 1972, 2 liter 1965 lb

Porsche 914-6 up to 1972 2 liter 1965 lb

Suspension:

Suspension: MacPherson strut, torsion bars, front & rear

Upper front strut mounting points may be made adjustable for caster and camber adjustments. Must use factory mounting holes.

Lower front A-arm bushing material is free as long as in the stock mounting point

Rear spring plate and lower control arm bushing material is free as long as in the stock mounting point

Torsion bars, sway bars, links, steering ends, shocks(no external reservoirs) are free, Flywheels, clutches, axles, CV joints, hubs and all gear ratios are free.

Steering

Rack and pinion with ratio and ends free.

Brakes:

2 piston cast iron or aluminum (S or E) style front calipers or equivalent with a max. Vented rotor diameter of 11.2"

2 piston cast iron style rear calipers or equivalent with a max. Vented rotor diameter of

11.4"

"SC" Front calipers are acceptable.

Wheels:

7" x 15" Maximum "Any Offset allowed as long as track is remains correct". Maximum width measured to outside of tire tread to be 66"

Bodywork:

Removal of passenger seat allowed

Bumpers, headlights, parking lights may be removed

Fiberglass Body Panels allowed but car must meet Min. weight

Wheel openings must remain standard when viewed from the side.

Wheel arches may be "rolled" to accommodate legal tires with legal track!

Cage is free as long as meets safety specs

Period correct front air dams are acceptable.

No rear spoilers

CP Supplemental for 240z (new for 2009)

Engine:

L24 (2393cc) Bore x stroke 3.2677" x 2.90" Max .060 overbore

Head material.....aluminum / Cylinder head must be series produced by manufacturer for make and model

Block material.....cast iron

Carburetion..... (2) Hitachi HJG 46W or SU equivalent, (3) 44PHH Mikuni or (3) Weber 45DCOE carbs or equivalent

Ignition:

Electronic ignition is permitted and must be triggered by a distributor

Substitution of any alternator is permitted; if no charging system, add 25# to official weight

Transmission:

Datsun..... 4 or 5 speeds, ratios free

Standard gearbox may be replaced with an alternate production based gearbox of the same number of forward speeds. Add 75 lbs. to official weight

Chassis:

2 door, uni-body coupe, steel body, independent rear suspension

Wheelbase: 90.7"

Track dimension: front...54", +/- 2" rear...54", +/- 2"

Official weight, measured without driver:

(Hitachi/SU)...2000#

(Mikuni/Solex/Weber/OER)...2075#

Example: 240z with (3) Webers, Disc rear brake / 2075# + 25# = 2100#

Suspension:

Suspension: MacPherson strut w/coil spring; front hydraulic strut w/coil spring; rear

Spring mounting points on struts may be moved or made adjustable

Springs, sway bars, etc. are free as long as track remains correct

Flywheels, clutches, drive shafts, axles, universals, CV joints, hubs and all gear ratios are free.

Upper front and rear strut mounts may be made adjustable for camber and caster. Must use factory mounting holes.

Brakes:

P/N 99996-E7008 or Lockheed CP2271, 1.5" front caliper or equivalent

P/N 99996-E7007 or Lockheed CP2270, 1.625" front caliper or equivalent

Rear disc brakes, P/N 99996-E7107 or Lockheed CP2382, 2" rear caliper or equivalent

2-piece rotors of correct diameter (aluminum hat & steel rotor) allowed

11" or 11.5" vented rotors

Rear Disc Brake add #25

Wheels:

7" x 15" Maximum "Any Offset allowed as long as track remains correct". Maximum width measured to outside of tire tread is 66".

Bodywork:

P/N 98300-E8100 or BRE/240-Z "Spook" or Sharp type flat aluminum spoiler, not to exceed 280 sq. in., totally between the wheel centerlines. (This plate should be mounted at approx. 45 degree angle, completely below the hub centerlines and behind the foremost body part)

P/N 98100-E3300 or BRE/240-Z equivalent rear fiberglass spoiler not to exceed 4" tall

P/N 63900/63901-E4126 equivalent plastic or metal headlight covers

Bumpers, headlights, parking lights may be removed

Fiberglass Body Panels allowed but car must meet Min. weight

Wheel openings must remain standard when viewed from the side. NO Alternate flares except FACTORY TYPE



NOTE: (1/1/2010) 240z with larger than 2.4 liter engine and Porsche's with larger than 2.0 liter engines. These cars with larger engines (up to 3 liter) will now be classified as GTU.

CP Datsun 240Z

1. Spook/BRE chin spoiler is allowed. It is about 1" deep and helps cool the brakes.
2. Rear disc brakes are allowed.
3. Coil over shocks are allowed.
4. Maximum displacement is 2.4 liters.

CP Weight limits:

Porsche 911 SWB up to 1968, 2 liter 1925 lb

Porsche 911 LWB up to 1972, 2 liter 1965 lb

Porsche 914-6 up to 1972 2 liter 1965 lb

*Datsun 240z 2.4 liter up to 1972 2150 lb
Lotus Elan 1588cc twin cam 1325 lb
Ginetta 1500cc non cross flow 1500cc 1100 lb*

All weights are without driver measured at end of session

Section K (C-Sports racer Rules)

C-SPORTS RACER RULES

SPORTS 2000 AND CLUB SPORTS 2000

A.1 Classes:

Sports 2000 is for cars manufactured through 1993. Cars manufactured from 1994 through 1998 can be run as exhibition, up to three times per year, but will not be classified in the points championship. Sports 2000 cars will be classified in two groups. As a guideline, S2 (Sports 2000) is for cars that have either its front or rear, or both of its suspension in an inboard configuration. CS2 (Club Sport 2000) is for cars that have both front and rear suspension configured in an outboard arrangement.

Examples of VARA accepted S2 cars include:

Lola 87/90-91/90

Swift DB2/5

Tiga SC85-87

Examples of VARA accepted CS2 cars include:

Lola T490, T492, T590, T86/90

Royale 2000M, RP37/38

Tiga SC79-84.

A.2 Original Specifications:

All cars must be in the specification for such cars in their original year of manufacture. No updating beyond such specification or other modification is permitted, except that cars may be updated or modified to the latest specification attained by identical models in their year of manufacture. CS2 cars whose bodywork has been modified beyond their year of manufacture may be classified as a S2 on a case by case basis. The onus of proof shall be with the competitor/entrant. Safety modifications, as required by VARA, are permitted and required. Data acquisition on CS2 cars are not allowed. The use of electronic dashes is allowed if they are configured only to inform the driver of engine revs, pressures and temps. Time-track mapping, G-load, throttle and suspension position sensors and data recording devices are specifically prohibited in CS2 and their use will classify the car as S2.

A.3 Carbon fiber bodies:

Carbon fiber bodywork will be allowed, as long as the car meets the minimum weight requirements. CS2 cars using carbon fiber bodywork, the bodywork must replicate the original design. CS2 cars using carbon fiber bodywork that materially changes the design of the original car will be classified as S2.

A.4 Body and suspension design:

Body and suspension design should be as original. Manufactured CS2 cars whose design is materially changed or hybrid-bodied cars will be classified as S2.

B. Sports 2000 Preparation Rules:

B.1. Definition:

Open cockpit two (2) seater rear engine sports racing car using a standard Ford 2000cc single overhead camshaft "NE" series engine with a two-venturi carburetor. Sports 2000 is a Restricted class. Therefore any allowable modifications, changes, or additions are as stated herein. There are no exceptions. IF IN DOUBT, DON'T.

B.2. Safety Requirements

All safety equipment shall comply with standard published VARA safety rules.

B.3. Chassis:

a. Unrestricted except that the use of carbon fiber composite structural materials is prohibited. No engine oil or water tubes are permitted within the cockpit. The engine will be mounted upright and aligned fore and aft in the chassis.

b. All cars must have a longitudinal barrier in the left leg area forward of the dash substantially strong enough to prevent the left from moving more than 3 inches to the left of the vehicle centerline in the event of a side impact.

c. It is the intent of these rules to minimize the use of "ground effects" to achieve aerodynamic downforce on the vehicle. Thus, the chassis and body surfaces which comprise the underside of the car shall not deviate from a flat plane by more than 2.5cm (one (1) inch). This deviation may not be used to create an aerodynamic device. For this purpose the underside is defined as being within the rectangular area along the length between the front edge of the front wheels and the rear edge of the rear wheels and across the outside of the front and rear rims. No aerodynamic devices (e.g. "skirts," body sides, etc.) shall extend below this surface anywhere on the car to the rear of the front wheels.

B.4. Bodywork Including Airfoils:

a. The body shall provide a cockpit for two (2) seats and cover all mechanical components including wheels and suspension members except for the exhaust pipe, induction system, and camshaft cover, which may protrude through the engine cover.

b. Between the front and rear axle lines the body shall:

1. Maintain over a minimum of 70% of the length of the wheelbase and over a depth of 20cm (7.9 inches) a minimum body width exceeding the greatest overall width across the tires less 15cm (5.9 inches).

2. Exceed in height the top of the tires over a width of 50cm (19.7 inches) excepting only cockpit and engine openings. There shall be no gap between the main body and the mudguards. The mudguards shall cover the full width of the tires around an arc of 120 degrees, which shall extend forward ahead of the axle centerline on the front and rear wheels and behind the rear wheels to at least 7.5cm (2.95 inches) above the axle centerline.

c. Maximum vehicle length forward of the front axle centerline: thirty- three (33) inches. Maximum vehicle length rear of the axle centerline: thirty-seven (37) inches.

d. The body above chassis level in the region of the cockpit shall not be reinforced in any way which would complicate or hinder the rescue of the driver. The cockpit opening seen in plan view shall be symmetrical about the longitudinal axis of the car and shall be large enough for a horizontal rectangle of 80cm (31.5 inches) by 40cm (15.75 inches) to be passed through with its minor axis aligned with the vehicle's longitudinal axis.

e. Space for two (2) seats shall be provided, each of at least 40cm (15.75 inches) width, and shall be positioned symmetrically about the vehicle's longitudinal axis. There shall be at least 25cm (9.9 inches) wide foot space for both driver and passenger measured at the pedals. The passenger space should provide as much seat space, elbow room, foot, and leg room in terms of length, width, and height as that of the driver. Battery boxes and fire systems are permitted in the passenger seat area.

f. Maximum height with driver on board, excluding safety roll-over bar and mirrors, shall not exceed at any time 90cm (35.4 inches) measured from the ground.

g. Airfoils and/or spoilers mounted at the front of the vehicle are permitted. These airfoils and/or spoilers may only be adjusted in a horizontal plane.

h. Adjustable airfoils and/or spoilers mounted at the rear of the vehicle shall be in the form of a flat plane and may only be adjusted within +/- 20 degrees of vertical.

i. There shall be no gap between these surfaces, or other airfoil, and the main bodywork.

j. All ducted air for heat exchangers (water/oil) shall pass through those heat exchangers.

B.5. Engine

The only permitted engine is the Ford 2 liter single overhead camshaft "NE" series engine or the 1971-74 Pinto/Capri 2 liter single overhead camshaft engine with nominal bore 90.84mm and stroke 76.95mm (Note: All blocks shall contain casting number HM6015BA, HM6015AA or HM6015BB. Dashes in the casting number are not relevant.). Production tolerances are permitted providing the total swept volume does not exceed 2000cc.

a. The camshaft and rockers shall remain entirely unmodified; they shall be fully manufactured and ground by the Ford Motor Co. Offset keys are permitted. It is prohibited to grind from blanks, regrind, or re-profile. Tuftriding or Parkerizing is permitted. Maximum valve lift at determined points by camshaft rotation will be established. The use of a low rate substitute valve spring is permitted. Load characteristics of special checking spring: twelve (12) pounds at 1.417 inches, thirty (30) pounds at 1.000 inches. Maximum valve lift

*against cam angle with zero tappet clearance:
0.400 +/- 0.005*

b. A standard crankshaft shall be used. Spot machining to achieve balance is permitted. Tuftriding, Parkerizing, shot peening, shot blasting, and polishing are permitted. Minimum weight: twenty-seven point five (27.5) pounds.

c. The flywheel shall be a standard component. The minimum weight is 14.4 pounds with ring gear. The flywheel may be machined to achieve minimum weight. Spot machining to achieve balance is permitted. Flywheel bolts are free and locating dowels are permitted. A 1600 GT starter ring may be fitted. The use of any single plate clutch is permitted provided no modification is made to the flywheel other than changing the points of attachment of the clutch to the flywheel. Carbon fiber clutches are not permitted. d. Maximum compression ratio will be controlled as follows:

1. Minimum Cylinder Head combustion chamber volume 49cc (not including head gasket). Polishing and/or tooling of the cylinder head to achieve only the required combustion chamber volume is permitted.

2. Standard Ford gasket; minimum thickness .9mm, minimum diameter of cylinder aperture 92mm.

3. Pistons shall not protrude above cylinder block surface at TDC.

e. It is permissible to reshape inlet and exhaust port by removal of metal within limits. Addition of material in any form is prohibited. Maximum diameter of inlet port at manifold head face 39.5mm. Maximum dimensions of exhaust port at manifold face 35.5mm x 27mm. The distance between the valve centers and the angles of the valves shall not be altered.

f. Pistons shall be standard Ford production pistons, unmodified in any way except for balancing and as detailed herein. The following combinations are permitted:

1. Piston P/N 80HM6102LA with rings and pin. Standard Ford connecting rod with bolts, without bearings. Minimum permitted weight = 1332.5 grams

2. Piston P/N 85HM6102DA with rings and pin. Standard Ford connecting rod without bearing; any rod bolt and nut may be used provided no modification is made to the connecting rod. Minimum permitted weight = 1255 grams.

3. Piston P/N 21426, casting P/N 21426 (AE Hopolite) with rings and pin. Standard Ford connecting rod with bolts, without bearings. Minimum permitted weight = 1255 grams. All three piston rings shall be fitted, compression rings and scraper (second) shall be one piece, single homogeneous material-type with conventional plain gaps. Chromium plating of the top ring is optional; oil control rings shall be either single piece twin-land type or apex three piece (two rails and an expander). Localized machining of the gudgeon pin bosses to achieve balance and weight by simple machining; all external surfaces, dimensions, and profiles shall remain standard with the exception of the top surface of the piston crown which may have simple machining to achieve balance, and as required in Section 17.1.5.B.5. d.3..

4. Piston P/N M-6102-B200 with pin. Minimum permitted weight = 1255 grams w/ rings,

standard Ford or alternate connecting rods with bolts, without bearings. NOTE: M-6102-B200 piston assembly is now made by JE and is visually different. I.D. Marks: M-6102-B200, Ford racing logo. All marks pin stamped on wrist pin bosses.

g. Valves shall remain standard; no re-profiling or polishing is permitted. The original forty-five (45) degree seat angle shall be maintained.

Maximum face diameter inlet 42.2mm. Maximum face diameter exhaust 36.2mm. Maximum valve stem diameter 8.4mm. h. Connecting rods shall be standard Ford parts. Machining is permitted to remove metal from the balancing bosses to achieve balance only. Tuftriding, Parkerizing, shot peening, shot blasting, polishing, etc., are permitted. It is permitted to radius the area around the big-end cap retaining bolts. Alternate connecting rods and big end bolt assembly (P/N M-6200-C200) are permitted. Big-end bolts, P/N 905500, are permitted.

i. Maximum valve lift against cam angle with zero tappet clearance: (Lift measured in mm)
Inlet Exhaust

Angle Opening Closing Opening Closing

0 10.442 10.442 10.442 10.442

5 10.36 10.36 10.36 10.36

10 10.11 10.11 10.11 10.11

15 9.69 9.69 9.69 9.69

20 9.11 9.11 9.11 9.11

25 8.37 8.37 8.37 8.37

30 7.45 7.45 7.45 7.45

35 6.38 6.38 6.38 6.38

40 5.17 5.17 5.17 5.17

45 3.86 3.86 3.86 3.86

50 2.59 2.58 2.58 2.59

55 1.50 1.47 1.47 1.50

60 0.86 0.81 0.81 0.86

65 0.65 0.56 0.56 0.65

70 0.54 0.43 0.43 0.54

75 0.46 0.33 0.33 0.80

80 0.37 0.19 0.19 0.37

85 0.26 0.08 0.08 0.26

90 0.20 0.01 0.01 0.20

j. Engines will be mounted upright, and aligned fore and aft in the chassis.

k. A single carburetor only will be used on a standard inlet manifold. The carburetor will be a Weber 32/36 DGV 26/27mm venturi, its origin being from a 1600 GT "Kent" or 2000 SOHC NE engine. The Holly 5200 32/36 carburetor also may be used; carburetor with the swaged fuel inlet fitting shall be replaced by drilling and tapping the carburetor body for a threaded fitting. The air cleaner may be removed and a trumpet fitted, and jets may be changed, both throttles may open together, cold start devices and diffused bar may be removed, internal and external anti-surge pipes may be fitted, and seals on emission control carburetors may be removed. The bottom of the lower column portion of the auxiliary venturi may be machined for purposes of high-speed enrichment. No other modifications are permitted. Chokes (venturi) shall remain standard and no polishing or profiling is permitted.

l. The addition of material by any means to any component is prohibited.

m. It is permitted, as a means of repair, to replace damaged valve seats and cylinder bores by replacement cast iron valve seat inserts and cast iron cylinder liners; valve guides may be replaced with cast iron or bronze, all to standard dimensions.

n. Balancing of reciprocating and rotating parts is permitted only by removal of metal from locations so provided by the manufacturer.

o. Non-standard rocker covers are permitted providing they in no way improve the performance of the engine.

p. Standard valve spring retainers shall be used, and single valve springs only are permitted. Shims are permitted, and valve springs are otherwise free.

q. Exhaust system and manifold are unrestricted, within VARA safety regulations.

r. Lubrication system is unrestricted; dry sump is permitted. Localized machining of the cylinder block is permitted to allow fitting of the oil pump.

s. Oil coolers are unrestricted.

t. A liquid cooling system is mandatory, but radiator and water pump are unrestricted. The radiator, if housed in or incorporating a cowl air-scoop deflector, shall comply with body regulations.

u. Fuel Pump: Unrestricted.

v. Distributors are unrestricted providing they retain the original drive and location. The distributor is defined as the component which triggers the L.T. current and distributes the H.T. current. The Ignition Timing may only be varied by vacuum and/or mechanical means. It is prohibited to use any other method or component to trigger, distribute, or time the ignition.

w. Only the standard inlet manifold shall be used. The ports may be reshaped by the removal of metal as long as the following dimensions are maintained: maximum size at head face = 1.437" (36.5mm), maximum size at carburetor flange = 3.405" (86.5mm) x 1.595" (40.5mm). The carburetor seat face may be machined to horizontal in the fore to aft plane. The diameter of the ports may exceed the above listed dimensions if the casting bore is untouched and in its original state. The water passages in the inlet manifold may be plugged. Holes in the inlet manifold resulting from the removal of emission/vacuum lines shall be plugged.

x. Gaskets and seals are unrestricted except for cylinder head gasket, carburetor-to-inlet manifold gasket, and inlet manifold-to-head gasket, which shall be standard Ford manufacture for the engine. Carburetor to inlet manifold gasket as used with Holley 5200 is allowed.

y. Pump, fan, and generator drive pulleys are unrestricted.

z. The crankcase breather may be altered or removed, but all breathers shall discharge into a catch tank.

aa. Mechanical tachometer drives may be fitted.

bb. Generators are optional.

cc. Standard oversize and undersize bearings are permitted. This does not allow reducing the bearing surface area by reducing the width of standard bearings.

dd. The use of non-standard replacement fasteners (nuts, bolts, screws, studs, and washers) which are not connected with or which do not support the intake manifold or any moving parts of the engine is permitted.

ee. Only modifications or additions specifically covered by these regulations are permitted. All engine components not covered by these regulations shall remain completely standard and unmodified.

B.6 Suspension

All parts shall be of steel or ferrous material, with the exception of hubs, hub adapters, bell cranks, pivot blocks, and bushes. Front and rear hub carrier material shall be steel or aluminum alloy. Titanium prohibited. Springs: steel only. (Rear hub carrier material on car manufactured before January 1, 1983 is unrestricted, but replacement parts shall be steel or aluminum alloy.)

B.7. Brakes

Aluminum alloy brake calipers are prohibited, otherwise unrestricted.

B.8. Shock Absorbers

Design: Unrestricted. Case material: steel or aluminum alloy.

B.9. Steering

Unrestricted.

B.10. Wheels and Tires

Thirteen (13) inch diameter wheels with maximum front rim width of six (6) inches and rear eight (8) inches are the only wheel sizes permitted. Material is unrestricted providing it is metal.

B.11. Transmission

a. The gearbox shall include an operable reverse gear, capable of being engaged by the driver while normally seated, and contain not more than four forward gears. The ratios are unrestricted.

b. Rear wheel drive only is permitted.

c. Final drive ratio is unrestricted.

d. The differential cannot be modified in any way to limit its normal function. Torque biasing, limited slip, and lock differentials are prohibited. Excessive shimming of the differential is prohibited.

e. The use of automatic and/or sequentially shifted gearbox is prohibited.

f. Electronic assisted gear change mechanisms and electronically controlled differentials are prohibited. g. Gearboxes with shafts that are transverse to the longitudinal axis of the chassis are not allowed. The sole exception is the gearbox final drive (crown wheel) shaft axis and final drive shafts (half shafts). All change gears must be located in the case aft of

the final drive.

B.12. Fuel Cells

(Per Section 17., and 19.)

B.13. Fuel Capacity

41 lit. (10.8 gal) maximum.

B.14. Electrical

A self-starter is mandatory, operated by the driver. Two stoplights and two taillights, each of at least fifteen (15) watts rating shall be operable.

B.15. Weight

1310 lbs., minimum with driver.

B.16. Windscreens

are optional

B.17. Bulkheads and Cells

Fuel cells shall be isolated by means of bulkheads and so vented in case of spillage, leakage, or a failure of the cell that fuel and fumes will not pass into the driver or engine compartment or around any part of the exhaust system. No part of any oil or water tank shall be exposed to any part of the driver and passenger compartment. Safety fuel cells, as listed in Section 16., are required for cars registered after January 1, 1983. There shall be a liquid tight and fireproof bulkhead separating the fuel tank(s) from the cockpit.

Section L

VARA – WORLD SPORT RACER CLASS

WSR, WSR1 & WSR2

VARA – WORLD SPORT RACER CLASS

WSR, WSR1 & WSR2

1.0 Vehicle description and eligibility

- 1.1** *The World Sport Racer Class (WSR) is a 1.6 liter, one design fixed specification sport racer powered by Toyota.*
- 1.2** *The WSR is a one design, fixed specification, open cockpit, single seat, closed wheel, sports racing car. The car was manufactured exclusively by Smart Performance Products (SPP) later know as World Sports Racer Inc, of Vista California.*
- 1.3** *WSR defined*
 - 1.3.1** *SP-94 cars chassis number 0001 through 0040 here forth known as Generation I, meeting all current VARA technical and safety regulations.*
 - 1.3.2** *SP-94 cars chassis number 0041 through 0101 , here forth known as Generation II, meeting all current VARA technical and safety regulations.*
- 1.4** *All World Sports Racers competing with VARA must utilize WSR generation I or II bodywork to maintain eligibility.*
- 1.5** *Class designations and eligibility.*
 - 1.5.1** *WSR: WSR race cars within full compliance with the following VARA SP-94 specifications affords full competition status and WSR points awards.*
 - 1.5.2** *WSR1: WSR race cars within full compliance of the following VARA SP-94 specifications with the sole exception that the race car utilizes EFI (electronic fuel injection) as designed, specified and required during the final season of the national pro series. Compliance to these specifications affords full competition and WSR1 points awards.*
 - 1.5.3** *WSR2: WSR race cars within full compliance of the following VARA SP-94 specifications utilizing either carburetion or fuel injection fuel induction methods while complying with the following limitations as enumerated within this document. Compliance to these specifications affords full competition and WSR2 points awards.*
 - 1.5.4** *WSR-X: Limited competition status for exhibition class WSR race cars that have be modified beyond the addition of EFI, as specified in this document to include but not be limited to steering, suspension and chassis components, tires and wheels not specified in this document, engine and intake components not specified in this document, bodywork and undercarriage components. These cars are eligible to compete at no more than (3) three VARA scheduled events per race season. There are no points awards for WSR-X competitors.*

1.5.5 *All WSR race cars shall display the appropriate class designation in a conspicuous location on both drivers left and right side bodywork prior to tech inspection. Cars not displaying the proper class designations shall be assumed to be exhibition class competitors. All WSR entrants are subject to inspection at any time during a race event to insure eligibility status.*

1.5.6 *All WSR race cars shall display a Vintage Auto Racing designation in a conspicuous location on both drivers left and right side bodywork prior to tech inspection.*

2.0 Safety Requirements

2.1 *Replacement or upgrading of safety equipment is permitted. Replacement items must meet or exceed the specifications of the original equipment.*

2.1.1 *Head Restraint Pad – A minimum one half inch thick energy absorbing pad is required behind the drivers helmet. Pad must be of adequate size to prevent drivers helmet from contacting the cockpit center section.*

2.1.2 *Cockpit Bar Padding – Tubular padding of minimum one half inch in thickness of energy absorbing material is required on the forward cockpit bars. Cockpit bars may not be removed. Generation I vehicles are not required to install cockpit bars but installation is recommended.*

2.1.3 *Arm Restraints – Approved arm restraints are required for competition.*

2.1.4 *Safety Seats – Safety seats may be installed provided they are secured to the requirements and specifications of the seat manufacturer. Seat brackets shall not be attached to the race vehicle by bolting through the lower body pan or through bolting into the steel tube frame chassis. Brackets or mounting tabs may be welded to the chassis. Molded bead seats are permitted and do not require attachment to the race car chassis or tub.*

2.1.5 *Safety Harness – A six point safety harness is required for competition.*

2.1.6 *Fuel cell – No modifications are permitted to the size, configuration or location of the original specification Fuel Safe 8.5 gallon, bladdered fuel cell. EFI equipped race cars shall mount their fuel pump internally.*

3.0 Chassis and Suspension:

3.1 *Chassis Maintenance and Repairs – Repairs to the chassis are permitted under the following restrictions.*

- 3.1.1** *Material removed must be replaced with material of the same dimension, location, wall thickness and specification. Removal of chassis components for the purpose of weight reduction is not permitted and may constitute grounds for disqualification.*
- 3.1.2** *Tubes or structures shall be replaced with the same design as original, in their original location.*
- 3.1.3** *In the event roll over damage to either the front roll over bar or the main roll hoop, either assembly may require replacement. The front roll over bar and / or the main roll hoop shall be replaced as a complete unit. Complete chassis and / or suspension replacement from parts or roller cars may be permitted from all WSR generations so long as the restoration complies with VARA technical and safety requirements for WSR generations I and II.*

3.2 *Suspension Maintenance*

- 3.2.1** *Adjustments - Adjustments are permitted within the limitations of the suspension components as designed. It is prohibited to modify or relocate any suspension pick up points.*
 - 3.2.1.1** *Suspension components modified for the use of radials tires during the concluding season of the WSR national pro series may be modified to original SP-94 bias ply tire suspension geometry specification. Modifications to length of the radial tire components shall not exceed ½". Component diameter and pick up points may not be altered.*
- 3.2.2** *Minimum ride height is 2.5 inches measured at the front axle centerline chassis point with the front wheels pointed forward while driver is seated in the cockpit.*
- 3.2.3** *Sway Bars Adjustments – Sway bar adjustments are limited to the original connection points along the bars. Bar gauge thickness and diameter are not limited. Cockpit adjustable sway bars are not permitted.*
- 3.2.4** *Shocks and Springs – No modifications are allowed. Shocks may be adjusted within their original design specifications.*
- 3.2.5** *OEM Shocks – Two shock absorber manufacturers are permitted for use.*
 - 3.2.5.1** *WSR part no. 02-04901 Koni Front and WSR part no. 02-03901 Koni Rear.*
 - 3.2.5.2** *WSR part no. 02-04902 Carrera Front and WSR part no. 02-03902 Carrera Rear.*

3.2.6 *OEM Coil Over Springs – Coil over springs manufacturer is not limited. Spring rates are limited and shall be no less than 400 lbs and no greater than 650 pounds in any combination. Springs may not be painted or plated. They must retain the factory applied original powder coat finish as supplied by the manufacturer.*

4.0 *Bodywork:*

4.1 *Bodywork shall include all fiberglass outer body parts including: nose, cockpit center section, hatch cover tail section wing element, and wing end plates. It shall also include the tub insert, interior aluminum panels, floor skin panels, fiberglass air ducts and mirrors. Modifications of the bodywork, for the purpose of altering; aerodynamics, weight, weight distribution, rigidity, or appearance are prohibited unless listed specifically below*

4.1.1 *Wheel well louvers are permitted on the car's nose section provided the application follows the original body work contour.*

4.1.2 *Modifications to the bodywork in the form of wickers, side skirts, dive plates, diffuser plates, well or compartment venting or under carriage enclosures are prohibited.*

4.2 *Finish – The car may be painted any color(s). Bodywork must be maintained in a condition of professionalism and to assure the safety of fellow competitors.*

4.3 *Reinforcing – Reinforcing of the bodywork at the points of interlocking between the nose locating pins is permitted as long as the reinforcing serves no other purpose. It is permitted to add two mounting locations to the nose assembly. These locations are limited to the upper diagonal tubes behind the front wheels. It is permitted to add two mounting locations to the tail assembly. These locations are limited to any point along the rear upper chassis cross member.*

4.4 *Damage Repair – Crash damage repair(s) to the bodywork is permitted only if they retain the original exterior body shape, form, profiles and dimensions.*

4.5 *Aluminum Panels – Modifications to aluminum panels are prohibited. Panels must be used in their original design position without modification. It is permitted to anodize, paint or plate coat the aluminum panels. Air Ducts / Tunnels – No modifications are permitted. Air ducts must be used as designed in their original location without modification. Inlet screens are permitted as long as they serve no other purpose than air filtration. The addition of any material for the purpose of deflecting air flow or creating additional down force within the air ducts is prohibited.*

4.6 *Oil Cooler Deflectors – It is permitted to add a panel to deflect air directly to the oil cooler. The maximum allowable size is twelve (12) inches in length and the height of the air duct. It must serve no other purpose than to deflect additional air to the cooler.*

- 4.7** *Engine Compartment Deflectors - Aluminum air deflector panels, aft of the air ducts / tunnels, may be added within the original fiberglass bodywork so long as such panels are mounted directly to the steel tube chassis with a permanent riveting system.*
- 4.8** *Front Splitter – The front splitter shall not exceed 8" length x ¼" deep and shall not extend beyond the fixed width of the detachable nose section.*
- 4.8.1** *The front splitter shall not extend more than three (3) inches ahead of the fiberglass nose section. Race tape may be applied to the full width of the splitter over the seam along the base of the nose section.*
- 4.8.2** *The front splitter shall be consistent in profile for its entire length, depth and width. No additions to the flat plane of the splitter surface are permitted.*
- 4.9** *Wing Element – The rear wing element may not be modified in any way. Finishing of the wing is limited to; painting , plating , polishing. It is not permitted to blend or fill the trailing edge lip on the top of the wing. Wing location is restricted.*
- 4.9.1** *Wing adjustments are limited to the amount allowable by the design of the wing adjusting slot utilizing the hardware as supplied by the factory without modification. No additional mounting holes or slotting of holes is permitted. Modification of the wing end plates is not permitted.*
- 4.9.2** *Gurneys or wickers are permitted on the trailing edge of the wing. Maximum gurney height is 3/8". Shims or spacers are not permitted.*
- 4.10** *Mirrors – Two rearview mirrors are required in their original factory installed pylon locations. Replacement mirrors are allowed but must utilize and maintain the original mounting brackets and position.*

5.0 Engine:

- 5.1** *The Toyota 1600 Toyota in-line 4 cylinder DOHC 16 valve 12.25:1 maximum compression 4AGE engine is the only permitted engine.*
- 5.1.1** *Cylinder head - Toyota OEM alum head is required for WSR classifications. Bowls may be modified in order to match the seat to the casting. Any additional machining including but not limited to porting, polishing, valve shadowing is not permitted.*
- 5.1.2** *Camshafts specification – Web Cam: 305 lift 248 @ .050 duration intake open 24 btdc close 44 abdc. exhaust open 44 bbdc close 24 atdc, 100 to 102 lobe center.*
- 5.1.2.1** *Adjustable cam gears are permitted. Manufacturer is free.*

5.1.2.2 *Redrilled adjusted cam gears shall not exceed (4) degrees advancement.*

5.1.3 *Crankshaft specification – Bore is 81.00 mm with a 77.00 mm stroke.*

5.1.3.1 *WSR &WSR1: OEM crankshaft for 4AGE engine only permitted.*

5.1.3.2 *WSR2: Toyota Formula Atlantic crank configurations are permitted.*

5.1.4 *Valve specification –*

5.1.4.1 *WSR &WSR1: OEM valve and porting - 30.5 Intake, 25.5 Exhaust*

5.1.4.2 *WSR2: Large valve and porting - 32.0 Intake, 27.5 Exhaust*

5.1.4.3 *Valve manufacturer and material is free.*

5.1.5 *Overbore specification – Overbore is not permitted on the 4AGE cylinder bores.*

5.2 *Fuel induction.*

5.2.1 *WSR: Carburetors shall be 40 DCOE as manufactured by Weber. Jet and emulsion tube changes are permitted. Venturi / choke size shall be 34mm.*

5.2.2 *WSR1: Fuel injection is permitted using Toyota OEM MR2 components including injectors, fuel pump (mounted internally in fuel cell), fuel pressure regulator and injector rail.*

5.2.3 *WSR2: see 5.2.1 or 5.2.2*

5.3 *All WSR race cars must use Direct Fire or Crank Fire ignition systems to be eligible for competition.*

5.3.1 *WSR: Direct fire ignition system shall be manufactured by Electromotive. The system is limited to the HPV1 or Xdi timing control with twin coils.*

5.3.2 *WSR1: Direct fire ignition system shall be manufactured by Motorcraft.*

5.3.3 *WSR2: see 5.3.1 or 5.3.2*

5.4 *Oil distribution – remote oil cooler and filtration may be utilized for all classes of WSR. Auxiliary cooling fans are not permitted.*

5.4.1 *Toyota 4AG case mounted OEM oil pump is required.*

5.4.2 *WSR2: External dry sump oil system is permitted.*

5.5 *Cooling system – Remote water radiator location shall not be altered or modified. Auxiliary cooling fans are not permitted.*

5.5.1 *WSR & WSR1: Toyota OEM radiator per SP-94 specification.*

5.5.2 *WSR2: Aluminum aftermarket radiators are permitted.*

6.0 Transaxle and Drivetrain: (all classes)

6.1 *Flywheel – Lightened flywheels are permitted. Lightened flywheels must be balanced. Minimum weight is 11.5 lbs.*

6.2 *Pressure plate – Two clutch pressure plates specifications are permitted. Toyota OEM MR2 in both large (212mm) and small (200mm) diameter and TRD U.S.A. performance clutch pressure plate in both large and small diameter. Pressure plates duplicating these specifications have no limit on manufacturer.*

6.3 *Clutch disc – both organic OEM organic and Kevlar discs are permitted. There are no manufacturer restrictions.*

6.3.1 *Clutch hydraulic line upgrade is permitted to increased diameter from original SP-94 specification. Material shall remain steel braided with AN type fittings at source, destination and bulk heads.*

6.4 *Drive Axles – No modifications of any kind are permitted.*

6.5 *The Toyota five speed manual transmission(s) C-50 or C-52 are required for competition. No alternatives or modifications are allowed. Limited slip differentials are not permitted.*

1st gear 3.175 final 13.69

2nd gear 1.905 final 8.21

3rd gear 1.310 final 5.65

4th gear .976 final 4.20

5th gear .816 final 3.52

6.6 *WSR2 - Limited slip differentials are permitted.*

7.0 Steering:

7.1 *Steering Assembly – No modifications to the steering rack, steering rack location or the steering geometry is permitted. Steering rack ratio is a fixed specification, no modifications are permitted.*

8.0 Wheels and tires:

8.1 *There is no restriction for manufacturer of race wheels for the WSR. Race wheels shall be of two or three piece alloy specifically manufactured for road coarse racing applications. The manufacturing specification for the wheels are as follows:*

8.1.1 *Front 7"x13" with 4" offset*

8.1.2 *Rear 8"x13" with 5" offset*

8.1.3 *Wheel applications used exclusively for intermediate or full rain tire setups may be of two piece welded steel manufacture.*

8.1.4 *Steel wheels for rain setups shall comply with specifications as stated in subsections 8.1.1 & 8.1.2*

8.2 *Tires shall be limited to the following manufacturers and the associated compound specification:*

8.2.1 *Goodyear: front 20/7/13 430 rear 22/9/13 430*

8.2.2 *Hoosier: front 20/7/13 R45 – rear 22/9/13 R45*

8.2.3 *Avon: front 7.0/20.0-13 A37 – rear 8.2/22-13 A37*

9.0 Braking system:

9.1 *All classes shall maintain the SP-94 pedal configuration, adjustable within the restrictions of the chassis attachments as manufactured by PBS or Tilton.*

9.2 *WSR & WSR1: Stock Toyota OEM for model MR2, Cressida or Corolla, 1984 through 1989 front and rear disc brakes and calipers are permitted. Vented rear rotors from these OEM components are permitted.*

9.3 *WSR2: Slotted and / or drilled rotors produced as OEM replacements for MR2, Cressida or Corolla, 1984 through 1989 front and rear disc brakes are permitted. Manufacturer is not limited.*

9.4 *WSR & WSR1: Calipers to be Toyota OEM 51-18 or 51-22, left and right sides:*

9.4.1.1 *(51-18) #47730-12171-84 & (51-18) #47750-12171-84*

9.4.1.2 *(51-22) #47730-17070-84 & (51-22) #47750-17070-84*

9.5 *WSR2: Calipers manufacturer is not limited however the piston configuration shall not vary in configuration nor exceed in number that of the OEM calipers, front or rear, as stated in subsection 9.4*

- 9.6** *Rear rotor replacements may be machined for fit per the following specifications*
- 9.6.1** *Increase inside diameter of rotor to 4.950" to clear MR2 OEM hub to account for heat expansion.*
 - 9.6.2** *Decrease overall diameter to 241mm*
 - 9.6.3** *Increase wheel stud opening as required for specific race car stud replacement requirements.*
- 9.7** *Front and rear cooling ducts are permitted exclusive of the use of the SP-94 caliper and air duct attachment points. Aftermarket rotor cowlings or shrouds are not permitted.*
- 9.8** *Mechanical brake bias control is permitted. Electronic brake bias control is not permitted.*

10.0 Electrical System:

- 10.1** *It is permitted to upgrade cockpit electronics. Both digital transmitting and analog displays are permitted.*
- 10.1.1** *Electronic shock, spring, weight jack, and / or wing adjustment systems are not permitted.*
- 10.2** *Battery – The battery must remain in its original design location. A gel cell battery is recommended. Wet cell batteries require the use of a fully enclosed battery box. Insulation of the positive terminal of the battery is required.*
- 10.3** *12 volt alternator is required for all classes.*
- 10.3.1** *Alternators may be crank pulley or shaft driven.*
- 10.4** *Auxiliary onboard ignition systems are not permitted.*
- 10.5** *Starters shall be mounted to the engine block according the Toyota MR2 OEM stock mounting means and position. Manufacturer is not limited.*
- 10.5.1** *Heat shields and thermal blankets are permitted.*
 - 10.5.2** *Starter cooling ducts are permitted.*
 - 10.5.3** *Internal silicone/epoxy applications to all starters are permitted.*

Section M: FORMULA FORD

Vintage Formula Ford and Club Ford Regulations

I. Definition

A formula for single seat, open wheel racecars campaigned from 1967 through 1972, and 1973 through 1981, using the standard Ford Motor Company 1600 cross flow pushrod engine. Formula Ford is a restricted class. Therefore, any allowable modifications, changes or additions are as stated herein. There are no exceptions. IF IN DOUBT, DON'T.

As additional OEM parts (particularly engine parts) become obsolete there will be a need to update these rules to allow suitable replacement parts. However, no new part, change, or modification is permitted, beyond what is allowed in these rules, until it has been reviewed, approved, and published into these rules. There are no exceptions. IF IN DOUBT, DON'T.

Note: these regulations are supplemental to the general VARA regulations. For items not specifically addressed in these regulations refer to the VARA general regulations. If a conflict exists between the two sets of regulations, identify the discrepancy to the FF/CF group representative AND Chief of Tech for disposition.

Eligible cars are basically the first generation Formula Ford (Vintage Formula Ford) cars generally fitted with front radiators, outboard suspension and brakes. The following commercially constructed cars are eligible.

Alexis 14 (1968) 15 (1969) 18 (1970) 18B (1971) 22 (1972)

Beach MKII (1969-70)

Bobsy (1969)

Bowin P4/P4A (1969-71) P6 (1972)

Caldwell D9 (1969) D9B (1970-71)

Crossle 16F (1968-69) 20F (1971-72)

Dulon LD4 (1967) LD4B (1968) LD4C (1969) LD9 (1970-72)

Elden PH6 (1969) PH8 (1970-72) PH10 (1972)

Elfin 600 (1969-72)

Forsgrini MK12 (1968-69)

Ginetta G18 (1969-70) G18B (1971)

Hawke DL2 (1969) DL2A (1970) DL2B (1971) DL9 (1972) DL9A (1972)

Ladybird MK8 (1968) MK9 (1969)

Legrand MK10 (1969-72)

Lola T200 (1970) T202 (1971) T204 (1972)

Lotus 51 (1967) 51B (1968) 51C (1969) 61M (1970-72) 61MX (1972) 69 (1971-72)

Macon MR7B (1969) MR8 (1969-70) MR8B (1971)

March 709 (1970) 719 (1971) 729 (1972)

Mallock U2 MK9 (1969-70) U2MK9B (1971) U2MK9DD (1969-71)

Mcnamara FFA (1970)

Merlyn MK11 (1968) MK11A (1969) MK17 (1970) MK17A (1971) MK20 (1971) MK20A (1972)

Mirage MK5 (1970)

Mistrale (1969-70)

Nike MK4 (1968-69) MK6 (1970) MK10 (1971-72)

Royale RP2 (1969) RP3 (1970) RP3A (1971-72) RP16 (1972)

Tecno FF (1970)

Titan MK4 (1969) MK5 (1969) MK6 (1970) MK6A (1971) MK6B (1972) MK6C (1973)

Winkleman WDF1 (1969) WDF2 (1970) WDF3 (1971) WDF4 (1972)

II. Engine

A. General

The Engine Shall Be The Standard Ford 1600 Pushrod Crossflow, As Installed In The Following Vehicles:

Original Version- Cortina 1600 Through 1970 Model

Up-rated Version- Cortina GT (1971), Capri (1971), Pinto (1971)

Components Shall Not Be Interchanged From The Original And Up-rated Versions Of The Engine Unless Specifically Authorized. Regulations Pertain To Both Versions Unless Otherwise Stated. Original Ford Motor Company Replacement Parts Must Be Used Unless Otherwise Specified. The Engine Shall Not Be Altered, Modified, Or Changed In Any Respect, Unless Specifically Stated Herein. Balancing Of All Moving Parts Of The Engine Is Permitted Provided That Such Balancing Does Not Remove More Material Than Is Necessary To Achieve Such Balance. It Is Permitted To Polish Parts Of The Engine Provided The Contour Of The Part Is Not Altered And Can Be Recognized As The Original Part. Maximum Compression Ratio: Original Engine 10.0 To 1 Up-rated Engine 9.3 To 1.

The Following Specs Are Used In Determining Compression Ratio:

Up-rated 1.33 Cc- Top Ring To Top Of Piston -.33 Cc- Volume Of Valve Protrusion

Original 1.64 Cc- Top Ring To Top Of Piston Both Eng 4.75cc- Head Gasket

Minimum Unswept Volume Per Cylinder:

Original Engine With Std Pistons- 44.4 Cc

Original Engine With +.030" Pistons- 45.1 Cc

Up-rated Engine With Std Pistons- 48.2 Cc

B. Block

Bore may be enlarged to increase clearance between piston and cylinder. Cylinder liners may be fitted. The top surface of the block may be milled to obtain the maximum compression ratio, as specified above. Any steel center main bearing cap is permitted. The 1600 Pinto block, DIFZ-6010C, may be used as a replacement for the Cortina GT block. The Fiesta block may also be used as a replacement

C. Cylinder Head

Ports may be reshaped by the removal of metal as long the port diameter at the manifold face of the head does not exceed the following:

Inlet 1.50"

Exhaust 1.16"

Combustion chamber (original engine only)

Minimum depth .115"

Maximum length 3.15"

Minimum volume per cylinder 7.8 cc

Reshaping is prohibited A standard dimension head gasket shall be used. Head gaskets may be exchanged between the original and up-rated engines. (See Miscellaneous, S.2.b) The use of the Pierce aluminum cylinder head, as approved by SCCA is permitted.

D. Inlet Manifold

The ports may be reshaped by the removal of metal as long as the following dimensions are

maintained.

Max size at head face:

Original Eng Uprated Eng

cyl 1 & 4 1.48 x 1.28" 1.24"

cyl 2 & 3 1.25" 1.25"

Max size at carb flange 3.060 x 1.389" Max length 3.80"

Primary choke end radius .709"

Secondary choke end radius .787"

The carb face of the inlet manifold may be machined to the horizontal to compensate for fore/aft tilt of the engine

The water passages in the inlet manifold may be plugged

E. Pistons

Standard, .015 oversize, and .030 oversize may be used in the original engine. Only standard size pistons may be used in the uprated engine. Ford or Hepolite cast pistons may be used. The new CP ff1600 forged piston as sourced by Jay Ivey of Ivey Engines is also allowed. Mahle pistons are not allowed.

Maximum diameter: Standard 3.189" Original and Uprated Eng

.015 OS 3.204 Not permitted – Uprated engine

.030 OS 3.219 Not permitted – Uprated engine

Depth of bowl (+/- .005") .500"

Max dia of bowl 2.28"

Min volume of bowl 31.50 cc

Centerline of wristpin to crown 1.737 +/- .002"

Overall height 3.30"

Min weight with rings and pin 515 grams

Weight of pin 115 +/- 2 grams

Piston rings are unrestricted provided that:

(i) One oil control and two compression rings are used.

(ii) No modification is made to the piston for the installation of rings.

Pocketing of the piston valve relief's is allowed up to a maximum of .050" to obtain minimum combustion chamber volume.

F. Valves

Original eng Uprated eng

Distance apart at centers 1.540 +/- .020"

Max dia Inlet 1.502" 1.560"

Max dia Exhaust 1.252" 1.340"

Overall length Inlet 4.280 +/- .006" 4.367 +/- .020"

Overall length Exhaust 4.260 +/- .006" 4.355 +/- .020"

Reshaping of the valve is specifically prohibited (single 43-47 degree seat angle only).

G. Camshaft

The camshaft lobe profile shall not be altered. The following specs are provided for checking only.

Lobes, heel to toe Inlet 1.280-1.322" max

Exhaust 1.280-1.323" max

Lobes, base circle radius Inlet .540"

Exhaust .545"

Lift at top of pushrod Inlet .231 + .002" max

Exhaust .232 + .002" max

Lift at spring cap Inlet .356" max

(with zero tappet setting) Exhaust .358" max

Re-contouring of the valve stem contact pad of the rocker arm is permitted, provided the maximum lift at the spring cap is not exceeded.

Offset camshaft/ sprocket dowels/ buttons are permitted.

A camshaft that is a replica of the original camshaft and of the same material and is dimensionally identical may be used. A camshaft meeting this requirement, as approved by SCCA, is currently produced by Elgin Industries.

H. Valve Springs

Valve springs and valve spring shims are free except:

- (i) No more than one spring per valve*
- (ii) The standard spring cap and retainer must be used*
- (iii) Springs shall be made of steel*

I. Pushrods

Minimum stem dia .25"

Overall length 7.64" Minimum

Minimum weight 50 grams

J. Connecting Rods

Minimum weight: Both engines: 630 grams

(Note: Weight includes cap, bolts, and small end bush, but not big end bearing shells.)

K. Crankshaft

Weight: Original and Uprated engine 22lbs 8oz Minimum

Stroke at piston 3.056 +/- .004"

Crankshaft pulley unrestricted Either crankshaft may be used in either engine.

The crankshaft may be shot preened. The use of an aftermarket crankshaft of the same

material, weight, and profile as the original is permitted. Crankshafts meeting this

requirement, as approved by SCCA, are currently produced by Dave Bean Engineering, and by SCCA Enterprises/ SCAT.

L. Flywheel

Weight with ring gear and dowels: 15.5lbs minimum (either engine)

The flywheel may be machined provided the machining to reduce weight to the above minimum weight retains the standard profile.

Alternate flywheel from JAE P/N JAE1600 is also allowed, to the above weight of 15.5 lbs

M. Carburetor

Weber 32DFM, 32DFD, 32/36DGV, Holley 5200

Venturi diameter: Primary- 26mm, Secondary- 27mm

Permitted modifications:

- 1. The fitting of any jets (including accelerator pump discharge nozzle), which may be fitted without modification to the carburetor body.*
- 2. Modification or substitution of external throttle linkage.*
- 3. The fitting of internal and/or external anti surge pipes.*
- 4. The removal of the air cleaner.*
- 5. The fitting of a velocity stack.*
- 6. The fitting of any filtration device directly to the carburetor. No scoops, snorkels, or ram air devices unless original.*

7. Removal of the choke butterflies and linkage.
8. An alternate carburetor gasket is permitted provided it is the same thickness as the original.

N. Fuel Pump

Unrestricted

O. Exhaust Manifold

Unrestricted- except exhaust outlet must not extend more than 60 cm (23.6") behind the centerline of the rear axle.

P. Oil Pump And Sump

Unrestricted- dry sump system is permitted.

Q. Cooling System

Radiator, fan, water pump, and drive belt unrestricted.

R. Electrical System

Distributors are unrestricted provided the original drive location and housing (standard Motorcraft/Autolite, Lucas, or Bosch) are retained. The distributor is defined as the component that triggers the LT current AND distributes the HT current. The ignition timing may only be varied by vacuum and or mechanical means. It is prohibited to use any other method or component to trigger, distribute, or time the ignition. The vacuum advance mechanism may be removed, and the distributor advance plate may be secured by soldering, welding, or suitable fasteners. The advance curve and springs are unrestricted. Generator/ alternator not required.

Transistorized/ electronic ignition is prohibited.

Note: this section allows for the use of an electronic trigger to be fitted internal to the original distributor housing to replace the ignition points to trigger the spark. It does not allow ignition amplifiers, capacitive discharge, multi-spark, electronic rev limiting, crankfire, or any other similar devices.

S. MISCELLANEOUS

1. The timing chain/sprocket cover may be altered or replaced.
2. The use of the following nonstandard replacement parts is permitted provided their use does not result in any unauthorized modification to any other component.
 - a. fasteners (nuts, bolts, screws, studs, etc.)
 - b. Gaskets made by manufacturers other than Ford may be used provided the head gasket, carb to inlet manifold, and inlet manifold to head gaskets are identical dimensions to the Ford standard parts.
 - c. Washers
 - d. Seals
 - e. Connecting rod bearings, crankshaft bearings, and camshaft bearings of the same size and type. Normal over/under size bearings are permitted. This does not allow reducing the bearing surface area by reducing the width of standard bearing.
 - f. Rocker pedestals are allowed of any materials but must be dimensionally identical (i.e. shaft location, offset, etc.) to the original components.
3. Mechanical tach drive is permitted.
4. The crankcase breather may be altered or removed.
5. The rocker cover may be altered to provide for crankcase ventilation, and the filler cap

may be altered or replaced.

6. The crankshaft and main bearing caps may be treated with salt bath or gas nitriding as covered by SAE spec AMS2755A (tufftriding, etc)

7. Water pump, fan, and generator/ alternator pulley (s) are unrestricted.

III. Transmission

Any transmission may be used with not more than four forward speeds and an operational reverse.

IV. Final Drive

Any final drive may be used except:

Drive shall be to the rear wheels only.

Torque biasing, limited slip and locked differential are prohibited.

V. Clutch

The use of any single plate clutch (7" minimum diameter) is permitted provided no modification is made to the flywheel other than changing the points of attachment of the clutch to the flywheel. Carbon fiber clutches are prohibited.

VI. Chassis

The chassis shall be of tubular steel construction with no stress bearing panels except the undertray, front bulkhead, and aft bulkhead/ firewall. A stress-bearing panel is a panel that is riveted with less than 6" rivet spacing, bonded, or welded between chassis tubes or bulkheads. The curvature of the undertray shall not exceed one inch. The tubes may transport liquid (oil or water). Monocoque construction and the use of honeycomb and composite (carbon fiber, kevlar, etc) materials are prohibited. The addition of safety related tubing (side impact bars, roll hoops and braces, etc) is allowed. Additional tubing specifically for the purpose of stiffening the chassis is prohibited.

VII. Suspension And Running Gear

All components shall be of steel with the exception of hub adapters, rear hub carriers, bearings and bushings. wheel spacers shall not exceed 1.5". Vintage Ford Shock selection can either be steel or aluminum body, remote reservoir shocks for Vintage Formula Ford are prohibited. Club Ford shock selection can either be steel or aluminum body with or without external reservoirs and up to 2 adjustment modes. Shocks with triple and quadruple adjustments with or without remote reservoirs are prohibited. The replacement of "metalastic" and plastic type bushings with spherical type is not prohibited. Sound engineering practices must be observed.

VIII. Body

No part of the frame or body shall project beyond a plane connecting the vertical centerlines of the front and rear tires. No skid plate shall extend beyond the bodywork, acting as a "down force device" or air splitter. The driver's seat must be capable of being entered without the removal or manipulation of any part or panel. Wings (airfoils) are prohibited for Vintage Formula Ford, with the exception of certain Club Ford cars. Further description of allowable spoiler or wing is with in Club Ford definitions below. Advanced composite (carbon fiber, kevlar, etc) materials are prohibited for all Formula Ford cars.

IX. Brakes

Unrestricted, except that calipers must be cast iron, and rotors are restricted to ferrous materials.

X. Wheels

Wheels shall be 13" with a maximum width of 5.5". (steel or alloy is permitted)

XI. Tires

The following "spec tire" must be used

Front: Dunlop 135/545-13 CR82 9092 Formula Ford

Rear: Dunlop 165/580-13 CR82 9092 Formula Ford

Standard 9092 compound only (476 not allowed)

XII. Minimum Weight

The minimum weight is 1100 lbs, as raced or qualified.

Note: this weight is approximately 5% above the original rules. The intent is to encourage the use of all safety related items. The use of full height rollbars, with additional fore and aft braces, dash hoops, and fire systems should not be omitted for fear of a weight penalty.

XIII. Fuel Tanks

All fuel tanks must be properly secured. The original elastic cords are in most cases inadequate. An FIA approved road racing type fuel cell, properly mounted, with a non-vented filler cap, and check valve in the venting system, is required for all cars. This requirement includes a flexible bladder filled with foam surrounded by a metal enclosure. Vent lines shall terminate outside of the car bodywork.

XIV. Fire System

Cars must be equipped with a minimum of a 5.0-pound; nontoxic, commercially available fire system. As a minimum there shall be two nozzles, one nozzle directed at the carburetor and one directed toward the driver. Actuation can be mechanical or electrical and must be within easy reach of the driver.

XV. The Intent

All historic pre 1973 Formula Fords must compete in the identical specifications as manufactured. Updates and modification however "period" they appear are prohibited. Relocation of suspension pickup points, alteration of wheelbase or track are example of the above.

XVI. Formula Ford Group I

This is a class recognized by VARA for early model Formula Ford cars that are restored to original specifications faithful to their period: and not revised or updated to later specifications. Currently FFI qualified cars are pre 1968 Lotus 51 models with the original Renault gearbox. Lotus 51's updated with Hewland/Webster gearboxes do not qualify. Other cars seeking FFI status may petition the group I committee and FF class representative for consideration.

CLUB FORMULA FORD REGULATIONS

I. Definition

A formula for single seat, open wheel race cars campaigned in 1973 through 1981, using the standard Ford 1600 crossflow, pushrod engine. These are 1981 or older "second generation" designs with at least one chassis end having shocks outboard suspension. No

modern electronics and no data gathering technology is allowed. Electronic tach is allowable.

Formula Ford is a restricted class. Therefore, any allowable modifications, changes or additions are as stated herein. There are no exceptions. If in doubt, DON'T!

All Formula Ford regulations listed above under "Vintage Formula Ford and Club Ford Rules" apply except the following for specified tires for Club Ford cars:

Tires: American Racing slicks are the allowed specified - "spec" - tire.

Eligible Club Ford cars are basically the second-generation Formula Ford cars. The following commercially constructed cars are eligible.

Alexis – MK23, MK 24, MK24B

ADF – through 1981

Caldwell – DL15FF (also a few were made as DL9 in 1975)

Crossle – 25F/30F/32F/35F/45F – 1976 to 1981 (only the 32F/35F/45F are permitted to use a spoiler or tail. Maximum side plate height is 6 inches; of which is not more than 4 inches may be above the horizontal surface of the spoiler or tail. Spoiler or tail may not be longer than 18 inches. The spoiler or tail may be capable of adjustment. Cockpit adjustment is not permitted.

Dulon – MP15/17/19/21

Eagle – (Dan Gurney) – DGF

Elden – PRH10, PRH17, PRH19, PRH20, HD24

Elfin – 620

Hawke – DL11, DL15, DL17, DL19

Hermes – 16/79, 16/80

Huron – FP2

HR2760

Image – FF2/FF2B/FF3/FF4/FF5

Javelin – JL2/JL5

Legrand – MK13/13B/21/27

Lola – T340/T342/T440/T540

Merlyn – MK24/25/28/29

PRS – RH02, 81F

Reynard – 73F/76F/77F/78F

Rostron – RT 77/78

Rowland – 1975/76 RP, RP24-77, RP26-78

Sark 2

Sparton – FF78

Titan – MK8/9

Tiga – FF75F/76F

Van Diemen – FA 73/74/76/78/79/80/81

Viking – NONE – 1st prototypes 1979 but 1st customer car delivered in 1982

Winkelman – became Nomad-Palliser – KHF/1 (WDF4), KHF/2 (WDF5/WDF6)

Zink – Z-10, Z-16

Zues – FF81 (1981)

Formula Ford – New (FF-N) added effective 1/1/2010

I. Definition: This class is for Formula Fords manufactured after 1981(post VARA Club Ford) with Ford 1600cc cross flow pushrod engines. Rules for this class will be as specified in the SCCA rules for 2009. All other VARA rules as to safety, driver licensing, driver conduct etc will apply.

VINTAGE FORMULA VEE REGULATIONS

I. Definition-Vintage Formula Vee

A formula for single-seat, open-wheel racing cars based on standard Volkswagen 1200 series type I, U.S. model sedan (imported by VW) components, and restrictive in specifications so as to emphasize driver ability rather than design and preparation of the car. No component of the engine, power train, front suspension or brakes may be altered, modified, or changed, nor be of other than VW manufacture, unless specifically authorized. Engine components must be assembled in standard configuration. Exceeding the wear limits specified in the VW manual or other official VW guides is not prohibited provided that tolerances, dimensions and specifications stated in the 1972 GCR are met. All cars shall be prepared to period correct specifications and configurations with the following exceptions and allowances

II. Weight and Dimensions

Minimum Weight - 825 lbs, without fuel and driver.

Wheelbase, Minimum- 81.5"

Wheelbase, Maximum- 83.5"

Track, Front- Standard VW- 51.4"

Track, Rear-49.8" + 1/8"-5/8"

Overall length, Minimum-123"

Overall length, Maximum-127"

Body depth at Firewall, Minimum-25"

Body width at Firewall, Minimum-34"

III. Suspensions

A. The front suspension and steering shall be standard VW sedan as defined herein. The following modifications are allowed:

- 1. Removal of one torsion bar.*
- 2. The use of any anti-sway bar(s) mounting hardware and trailing arm locating spacers.*
- 3. Relocation of the steering gear box to a central position and replacement of the tie rods with any other(s) of a suitable length.*
- 4. Steering column may be altered or replaced.*
- 5. Use of any desired Pitman arm. Standard steering arms may be altered; however no modification of the spindle is permitted.*
- 6. Modification of the front torsion bar(s).*
- 7. The rubber portion of the bump stop may be altered or removed.*
- 8. Caster and toe in/out settings are free.*
- 9. Any shock absorbers. Spring shocks are not permitted.*
- 10. Offset shock mounts are permitted.*

B. The rear axle assembly shall be standard VW sedan as defined herein with axle location provided by a single trailing arm on each axle. The rear axle tube may be rotated about its axis. Coil springs shall provide the primary springing medium, with telescopic shock absorbers mounted inside the springs. Cables, straps, or other positive stops may be used to limit positive camber. An anti-roll bar or camber control device may also be used. When said anti-roll bar or camber control device is removed the required coil springs must continue to perform functionally.

C. Zero roll accepted.

D. Wheels shall be standard 15" x 4 or 4½.

E. Any DOT treaded race tire may be fitted.

IV. Brakes

a. Aftermarket brake drums, backing plates and wheel cylinders that are dimensionally identical and of the same material as OEM VW type 1 parts are permitted.

b. These cars shall be equipped with a dual braking system operated by a single control.

c. Master cylinders are free.

V. Engine

The engine shall be a standard VW power plant, as normally fitted to VW sedans as defined herein. Any engine part (s), listed by the manufacturer (VW) as a current, superseding, replacement part for the standard VW 1200 series, type I, U.S. model sedan and interchangeable with the original part (s), may be used.

The following components may be replaced with that of other manufacture, provided it is of the same material, dimensionally identical, and meets all other tolerances and specifications stated:

a. Engine case (aluminum cases are not permitted)

b. Cylinder head.

c. Cylinders

d. Pistons and wrist pins- minimum combined weight without clips or piston rings = 330 grams.

e. Cam followers- minimum weight=60 grams.

f. Connecting rods with bolts and small end bushings- minimum weight=440 grams.

g. Oil cooler

h. Distributor

i. Ignition points (drop in modular systems are not permitted)

j. Distributor cap

k. Oil pump- exact replica of standard VW pump.

l. Fuel pump

m. Crankshaft- minimum weight 16lbs

n. Crankshaft gear and timing gear

o. Crankshaft pulley- minimum diameter 6"

p. Flywheel- minimum weight 12 lbs

q. Pressure plate

r. Clutch disc - 180mm

s. Throwout bearing

t. Push rod

u. Push rod tube

v. Valve covers

w. Exhaust valves

- x. Valve springs (one per valve)
- y. Oil pump covers may be modified or replaced.

Allowed:

- a. Removal of the carburetor air cleaner and choke mechanism. Holes may be plugged.
- b. Replacement of standard exhaust system with any exhaust system terminating 1" to 3" behind the rear most part of the body.
- c. Balancing of all moving parts of the engine, provided such balancing does not remove more material than is necessary to achieve the balance except where minimum weights are specified.
- d. The crankshaft may be ground and the case may be machined to accommodate the use of standard factory oversize/undersize crankshaft bearings, provided the crankshaft location is not changed.
- e. Polishing of the intake and exhaust ports, provided such polishing does not enlarge the exhaust port beyond 33 mm, inside diameter, and the intake port beyond 29mm, inside diameter measured at the junction of the seat and aluminum port material.
- f. Matching of manifold flanges is permitted.
- g. Complete or partial removal of any cooling duct component, except the fan housing. Fan belt origin is unrestricted. Belt tension is free.
- h. Solex 28PCI or Solex 28 PICT carburetor required. The use of any jets. Any VW venturi which may be fitted without alteration to the carburetor body. The venturi must be fitted in the standard position, but only its internal diameter may be machined. The carburetor may be rotated 180° about its vertical axis. A velocity stack may be fitted to the carburetor. Modification of the float chamber and/or float valve is not permitted. Float may be weighted. The carburetor must remain untouched with the following exceptions:
 - 1. Throttle shaft with throttle plate installed- 0.185" minimum thickness and parallel
 - 2. Carburetor body: removal of flashing from internal surfaces is permitted.
 - 3. Bore diameter from throttle shaft down not to exceed 1.110"
 - 4. Carburetor top: the junction of the bore and bowl may be radiused to a maximum of 1.120"
 - 5. Modifications of the float is allowed.
- i. Removal of the intake manifold heat riser tube. Removal of metal from the interior of the intake manifold, provided that the following dimensional averages are not exceeded:
 - downtube 1.140" O.D. at 2.5" below carburetor flange. Horizontal tube 0.994" O.D.
 - *averages to be obtained from a maximum of 4 measurements on the downtube and a maximum of 4 measurements on the horizontal tube. Minimum weight of manifold is 24 ounces
- j. Removal of the armature, brushes, brush holders, and field coils from the generator.
- k. The following standard dimensions and tolerances of engine components are included as information and shall be observed:
 - Maximum bore: 3.040"
 - Stroke: 2.520" +/-0.005"
 - Minimum capacity of one combustion chamber in head: 43.0 cc.
 - Minimum depth, top of cylinder barrel to top of piston: 0.039".The above dimensions may be achieved by machining any previously machined surface, provided the total surface is machined on the same plane as the previously machined surface. The dimensions should be an average of all four cylinders.
- l. An oil sump extension may be fitted between the crankcase and the oil strainer cover plate, provided the extension does not extend horizontally beyond the edge of the oil strainer cover plate and the capacity does not exceed 250 cc. The oil pump pickup pipe may be extended into the sump extension.

- m. The following standard dimensions are included for information only and shall be observed: Exhaust valve diameter: 1.102" or 1.18" Intake valve diameter: 1.18" or 1.24"
- n. Crank case may be machined to permit the use of standard VW camshaft bearing inserts, provided that camshaft location is not changed.
- o. A VW "D" camshaft, part nos. 113-109-015D, 113-109-017D, 113-109-019D, 113-109-021D, 113-109-023D, 113-109-025D, 113-109-027D must be used. SCCA published camshaft profile will be followed, plus or minus .002 inches. (Cam timing +/- one degree.)
 Maximum lift at the valve spring collar with zero valve clearance:
 1200 rocker arms: intake- 0.334" and exhaust-0.3165"
 1300/1500 rocker arms: intake- 0.354" and exhaust-0.3365"
 Rocker arms - minimum weight of 80 grams. Must use VW parts
- p. Rocker arm wave type washers may be replaced by solid steel washers of suitable thickness and /or the shaft may be replaced with aftermarket rocker shaft assembly
- q. Single oil filter of not more than 1 quart total capacity may be installed anywhere within the body from the firewall rearward.
- r. Any external oil cooler is allowed- cooler and oil cooler lines must be inside a plumb line extending downward from the outermost edge of the body, to the rear of the firewall.

VI. Transmission-Rear Axle

The transmission-rear axle assembly shall be standard VW sedan, as defined herein. The synchromesh components must be in place and operating on all forward gears. Reverse gear must be operable from the driver's seat.

Allowed:

- a. Installation of any standard VW gear set which can be fitted without modification of any component of the transmission or of the gear set itself and the transposing of the ring gear to provide proper axle rotation.

Fully synchromeshed transmission:

Gear	Part No.	No. of Teeth	Ratio
1st	113 311 251 A	10:38	3.80
2nd	113 311 261	17:35	2.06
3rd	113 311 275	22:29	1.32
	113 311 275B	23:29	1.26
	113 311 275A	23:28	1.22
4th	211 311 341	28:23	0.82
	113 311 341	27:24	0.89
Ring &	211 517 143A	8:35	4.375
Pinion	311 517 143B	8:33	4.125

Partly synchromeshed transmission:

Syncros installed on at least three forward gears.

Gear	Part No.	No. of Teeth	Ratio
1st	113 309 251	10:36	3.60
2nd	113 309 261A	17:33	1.94
	113 309 261	17:32	1.88
3rd	113 309 275	23:28	1.22
	113 309 275A	22:27	1.23
4th	113 309 341A	28:23	0.82
Ring & Pinion	113 517 141B	7:31	4.43

There are different part numbers for various gears in addition to the ones listed here. This in general indicates changes on the parts such as:

*Gear Part No. Ratio Difference
4th 113 311 341 0.82 with Key Way
113 311 341A 0.82 with Splines
Ring & 113 517 143 4.125 6 mtg. bolts
Pinion 311 517 143 4.125 8 mtg. bolts*

However, there are no other standard ratios than the ones listed here. A gear removed out of a transmission can be identified by the number of teeth.

- b. Alteration of the shock absorber mounts.*
- c. Transmission may not be installed in an inverted position.*

VII. Frame

The frame/chassis shall be constructed of steel tubing of a maximum diameter or width of four inches and be of a safe and suitable design.

There may be no frame/chassis rigidity or strength derived by means other than the frame tubes. Stressed skin, monocoque or semi-monocoque construction is not permitted, except that.

- a. The firewall panel may be rigidly attached to the frame tubes; and*
- b. The undertray (belly pan) may be rigidly attached to the frame, provided that the curvature of the undertray, measured vertically from its lowest point to the highest point of its attachment to frame members at its sides, may not exceed one inch.*

VIII. Body

The body must be original as manufactured.

The driver's seat must be capable of being entered without the removal or manipulation of any part or panel.

No part of the frame or body shall project beyond a plane connecting the vertical centerline of the front and rear tires.

Air ducting may be utilized, provided it is attached to the body or frame of the car. Ducting may not be made part of or attached in any way to the engine assembly. Wings (airfoils) are prohibited.

Fuel filler necks, caps or lids may not protrude beyond the bodywork of the car.

The use of the following non-standard replacement parts is permitted provided that no unauthorized modification of any other component results.

Allowed:

- a. Fasteners (nuts, bolts, screws, etc.)*
- b. Wiring*
- c. Gaskets and seals*
- d. Brake lines and fuel line*
- e. Spark plugs (1/2" reach maximum)*
- f. Piston rings*
- g. Wheel bearings*
- h. Connecting rod bearings and crankshaft main bearings of the same type and size as standard VW.*
- i. Brake shoes and brake-lining*
- j. Valve guides*
- k. battery*

All fuel tanks must be properly secured. Fuel cells are required.

FORMULA VEE 1

Same as Vintage Formula Vee with the following exceptions:

- a. Complete removal of fan, fan housing and generator assembly allowed.*
- b. Air ducting may be attached to the carburetor or the engine. In the case of forward facing ducting, the ducting must make a 90 degree bend within the bodywork.*
- c. The use of American Race Tire compound #132, sizes: front 21.5x5.0x15 and rear 22.0x6.0x15 are the approved option.*
- d. Front end ride height adjuster(s) are allowed provided they are not adjustable from the cockpit. One adjuster per tube.*

FORMULA VEE 2

Same as FV and FV1 with the following exceptions:

- a. Cars manufactured through 1978.*
- b. American Race Tire compound #132, sizes: front 21.5x5.0x15 and rear 22.0x6.0x15 required unless race declared a rain race by the Chief Steward at least 30 minutes prior to the scheduled start.*
- c. Use of a mono-shock suspension is allowed.*

Supplemental Rules for CLUB RACING run group

This group will be comprised of cars that do not fit VARA's regular vintage eligibility rules, but are properly prepared race cars.

This run group may not be available at every VARA event. For 2010 there will be no championships or points for this run group.

This group is open to race prepared cars up to and including cars in current production

Cars in this run group should have their own run group and if possible will not be mixed in with any of VARA's regular vintage run groups.

Closed wheel cars only

*All cars in this run group must adhere to **ALL VARA RULES and REQUIREMENTS** unless specifically exempted or modified by these supplemental rules.*

Drivers are subject to ALL VARA REQUIREMENTS including licensing, safety, behavior etc. This includes the required driver medical form.

Cars and drivers will be accepted on a case by case basis. *Entrants must submit documentation prior to event in order to be accepted. Safety and no contact racing are paramount.*

Cars manufactured after 1980 with fuel tank located within the wheel base may be exempted from the requirement to have a FIA approved fuel cell. This exemption will be administered on a case by case basis. Entrant must submit documentation prior to event.

Propose built race cars and any car running on slick tires are required to have an FIA approved fuel cell.

Cars must have a proper fixed back race seat. No reclining seats.

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