



**CONFEDERATION OF AUTOSPORT CAR CLUBS
VINTAGE COMPETITION REGULATIONS
APPROVED AT CACC VINTAGE DISCIPLINE MEETING: November 15, 2020
EFFECTIVE: January 1st 2021**

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DEFINITIONS

The definitions in the CACC GCR's Section 1(i) are not repeated here but are fully applicable. In addition to those definitions, the following additional Vintage Discipline definitions shall apply to this Rulebook, regardless of any other definitions or interpretations.

- '*CACC*' means Confederation of Autosport Car Clubs.
- '*VRCBC*' refers to the Vintage Racing Club of British Columbia, a CACC- sanctioned club with responsibility for determining eligibility criteria for Vintage racing.

- '*Actual*' means the actual rules and regulations under which an individual documented racing car competed if other than SCCA or FIA.
- '*Chair*' refers to the chair of the CACC Vintage Racing Discipline.
- '*Competition*' means a contest in which cars take part.
- '*Demonstration / Test and Tune*' refers to non-racing competition events.
- '*Driver*' means a person who competes in an event as an entrant or driver.
- '*Entrant*' means a licensed person or body entered for a competition.
- '*Event*' means a program of competitions at a racetrack.
- '*Event Supplementary Regulations*' means regulations that are presented by the organizer of an event.
- '*Formula 4*' refers to single seat, open wheel racing cars conforming to the regulations of the Three Quarter Litre Organization.
- '*Homologation*' refers to the documents submitted to the FIA concerning the approved specifications for production-based vehicles.
- '*Vintage Racing Cars*' refers to those vehicles which are further described in these rules and regulations. Vehicles falling outside these parameters are not 'Vintage Racing Cars'.
- '*Documented Vintage Racing Car*' means an otherwise vintage race-eligible automobile which was raced and which is accompanied by documentation to illustrate the racing history. Each Exhibition class vehicle must have a racing history.
- '*Monoposto*' refers to open wheel racing cars complying with the Monoposto Racing (formerly the Monoposto Register) regulations. This organization is dedicated to preserving and racing vintage, open wheel (single seat) racing cars having specifications described by FIA or SCCA formulae.
- '*Open Wheel Group*' may include purpose-built sports racing cars, despite their wheels not being 'open'.

- ‘*Replica / Reproduction Vintage Racing Car*’ means an automobile being presented for vintage road racing which is not a documented racing car, but which is otherwise vintage race eligible. A replica / reproduction vintage racing car may be created in several different ways:
 - Restoration and race preparation of a series production car
 - Fabrication and race preparation of a series production car from an authentic chassis, unibody or tub using period correct mechanical parts and body panels
 - Fabrication of a replica of a racing car by exact duplication of the original design and the use of authentic and period correct mechanical parts
 - Exhibition class cars (including ‘One-Off Specials’)

- ‘*SOVREN*’ means the Society of Vintage Racing Enthusiasts.

- ‘*VMC*’ means the Vintage Motorsports Council. This is a group of most of the Vintage Race Clubs and sanctioning bodies in Canada and the USA.

1. GENERAL

1.1. Racing Authority

- 1.1.1 These Vintage Racing Competition Regulations are issued pursuant to the authority delegated to the Vintage Discipline of the Confederation of Autosport Car Clubs (CACC)
- 1.1.2 The Vintage Discipline has drawn up these regulations referred to herein as "these regulations". These regulations are effective as of January 1, 2021 and as amended from time to time:
 - i. Vintage auto racing, though similar in many respects to other forms of motor sports, is sufficiently different to warrant its own competition regulations
 - ii. The CACC Vintage Racing Competition Rules and Regulations, in conjunction with current CACC General Competition Rules (GCR's), Race Competition Regulations and any Supplementary Regulations of the event, shall govern the conditions of all Vintage racing events sanctioned by CACC.
 - iii. In addition to the CACC General Safety rules, the Vintage Discipline applies race regulations to its race events that are designed to make participation in vintage racing enjoyable, while promoting safety and ensuring that unsafe practices are not tolerated.
 - iv. Vintage Competitors are expected to read and understand the CACC GCR's as well as these regulations.
 - v. It is recognized that there is risk in any form of motorsports. By participation in these events, all competitors accept those risks and have agreed to be bound by these regulations.

1.2. Vintage Racing Described

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

2. COMPETITORS AND DRIVERS

2.1. Licensing of Vintage Competitors and Drivers

- 2.1.1 A driver's competition licence is a privilege and not a right, granted to an individual by CACC. A driver's CACC competition licence may be withdrawn or suspended by CACC at any time
- 2.1.2 All drivers in Vintage Race competition (see exception for Exhibition Class below) must hold a current FIA, CACC, SCCA, ICSCC, or VMC vintage licence, or a racing licence granted by another recognized racing club or organization. Drivers must also have a valid provincial or state driver's licence and a valid membership in a CACC, FIA, VMC, ICSCC, or SCCA affiliated club. These three documents must be presented at registration.
- 2.1.3 The holder of a current SCCA, ICSCC or Professional Sports Car licence applying for a CACC licence may upon satisfactory proof of ability be issued a CACC licence.
- 2.1.4 The holder of a current SCCA, ICSCC or Professional Sports Car licence may be required to compete in a race, under observation.
- 2.1.5 The holder of a current SCCA, ICSCC or Professional Sports Car licence applying for a CACC licence shall be required to submit a copy of their current medical examination report within thirty (30) days of receipt of their CACC licence; however, upon application for a CACC licence the following year, a medical examination report will be required.
- 2.1.6 Applicants and licence holders must hold a current membership in a CACC affiliated club.
- 2.1.7 "Novice" Vintage racing drivers must have completed a recognized racing program and also be successfully observed in three competition races by the appropriate CACC or Vintage Discipline official before being approved for a CACC Vintage Competition Licence. Novice drivers must present their CACC Driver Logbook to the designated CACC Novice Director prior to each of their observation races. The following applies to those seeking a CACC Novice Licence:
 - 2.1.8 "Novice" Vintage drivers with Closed Wheel Vintage Racing cars will complete the CACC Race Discipline Novice Program wherever their vehicle is appropriate. Should their vehicle be deemed by the CACC Steward or their delegate to be appropriate to run only with the Vintage grid (e.g., if the vehicle is much older and significantly slower than the other vehicles in the regular CACC Closed Wheel Novice race), then they may be permitted to run as a Novice in the regular Vintage Grid.
 - 2.1.9 "Novice" Vintage drivers with Open Wheel Vintage Racing cars must complete their Novice training with the CACC Open Wheel Novice Race grids.

- 2.1.10 Any driver who has not raced for three (3) or more calendar years may be required at the discretion of the Novice Director and/or Race Director, to take an approved driver training course and/or may be required to write a driver training exam. The driver must also complete in at least one (1) novice race under observation before being permitted to enter a senior race. The Novice Director will make the decision to upgrade a licence status. When making an application for licence renewal a driver must provide proof of participation in his/her most recent race event. The Licence Director will issue a novice licence, to be upgraded to a senior licence upon the direction of the Novice Director.
- 2.1.11 Any driver who has not raced at least once during the previous two seasons will be required to race at least one (1) novice race under observation before being permitted to enter a Senior Race. When making an application for licence renewal a driver must provide proof of participation in his/her most recent race event. The Licence Director will issue a novice licence, to be upgraded to a senior licence upon the discretion of the Novice Director.
- 2.1.12 Any CACC Senior vintage licence holder who has not raced at least once during the previous race season will be required to race at least one (1) race under observation of the Novice Director.
- 2.1.13 Any CACC Senior vintage licence holder may be required, at the discretion of the Novice Director and/or Race Director, to compete in one or more Novice races under observation for the purpose of evaluating or developing their driver skills.
- 2.1.14 Drivers of Exhibition Class vehicles must hold a valid CACC Race Competition Licence, or an acceptable alternative for the performance level of the vehicle as approved by the appropriate CACC or Vintage Discipline official.

2.2. Novice Requirements

- 2.2.1 Upon proof of satisfactory completion of a CACC approved driver training course a licence may be issued upon presentation of all required forms. A licence holder may participate in practices and races. Credit for having passed an approved driver training course will not be valid unless the driver competes in at least one (1) CACC race within one (1) year of the driver's training date.
- 2.2.2 All novice drivers must report to the Steward of the Meet or Novice Director at the beginning of the race meet and before participating in any practice, qualifying or race session, requesting observation.
- 2.2.3 A day-glow orange panel, triangular or rectangular in shape, with a required minimum size of 12 cm on any one (1) side shall be displayed on the rear of the car whenever the driver is on the race track.
- 2.2.4 To be upgraded, a novice licence holder must complete three (3) race meets under the observation of the Novice Director. If a separate novice race is provided during the race

meet, all novice drivers must compete in this session. A novice licence holder must also volunteer one-half day at technical inspection and one-half day as a corner worker.

- 2.2.5 The Steward or the Novice Director must sign the driver's log book to verify participation.
- 2.2.6 A driver who competes in races not sanctioned by CACC may receive full credit for these events provided they submit proof of participation to the Licensing Director. The final credit for upgrade may be granted at a non-CACC sanctioned event at the discretion of the CACC Novice Licence Director.
- 2.2.7 The Novice Director, at their discretion, may refuse to upgrade a novice driver if, in their judgement, more experience is required.
- 2.2.8 The Novice Director may grant a waiver from the novice program to licence candidates with a verifiable record of participation in another form of wheel to wheel competition (e.g. karting or oval track), subject to passing the driver training written exam and satisfactory participation in one observed (novice) race.

2.3. Medical Responsibility

- 2.3.1 Drivers shall not participate in any competition unless they meet and continue to meet the medical requirements of the competition licence held.
- 2.3.2 All Race Licence applicants are required to pass a medical examination by a physician, and submit a report on the approved form so attesting as follows:
- 2.3.3 At the time of an initial (first-time) licence application if no previous medical examination has been done, or a medical examination is due.
- 2.3.4 Every five (5) years for applicants 16 to 35 years of age.
- 2.3.5 Every two (2) years for applicants 36 to 59 years of age.
- 2.3.6 Every year for applicants 60 years of age and older.
- 2.3.7 Licence Applicants require a medical self-declaration in the years in which a medical examination by a physician is not required.
- 2.3.8 CACC reserves the right to request a medical examination by a physician from a licence applicant at any time.
- 2.3.9 All examinations must be completed by a licenced medical practitioner using only a CACC approved medical form. CACC reserves the right to refer any submitted medical form to a licenced medical practitioner of its choice for review.

- 2.3.10 Any licence holder who suffers injury or illness, at any time, that may impair or prejudice in any way the licence holder's ability to drive a car in speed events shall report such injury or illness immediately to CACC and submit to a medical examination and be re-certified fit for competition before again competing.
- 2.3.11 After any accident during competition it is mandatory for any involved driver to report to the event medical officer and to submit to any examination deemed necessary for purposes of determining fitness to resume competition.
- 2.3.12 Failure of a driver to submit to a medical examination will result in a penalty that may include exclusion from the competition without recourse to protest or appeal.
- 2.3.13 A decision made by an event medical officer regarding the fitness of a driver for competition is final and not subject to protest or appeal.

2.4. Physical Disabilities

- 2.4.1 A driver shall not be issued a competition licence when he/she is known or suspected to be suffering from any illness or disability deemed to be incompatible with the fitness required for racing, including, but not limited to, those listed below:
- 2.4.2 Monocular vision.
- 2.4.3 Colour blindness that would impair the ability to distinguish the exact colours of flags or lights.
- 2.4.4 Diabetes requiring insulin treatment.
- 2.4.5 Epilepsy
- 2.4.6 In principle, the use of orthopaedic devices
- 2.4.7 Amputations, except in those cases of fingers of the hands where the gripping function of the hands is unimpaired.
- 2.4.8 Any other physical or psychological disabilities, temporary or permanent, that by their nature in the opinion of a competent knowledgeable medical practitioner would render the individual unfit for competition.
- 2.4.9 In the event of a licence applicant not being recommended for a competition licence by a medical practitioner, an individual may apply to CACC for an individual determination assessment by a CACC appointed licenced medical practitioner. Results from an assessment are final and binding on the applicant. The applicant will be responsible for any costs involved in an assessment.

- 2.4.10 Should a medical officer at a competition, upon examination of a competitor, deem a competitor unfit for competition, even temporarily, the competitor shall abide by the decision of the event medical officer. No protest or appeal is allowed in this regard.

2.5. Refusal of Licence

- 2.5.1 CACC reserves the right of refusal to issue a licence and shall state the reason for such refusal.

2.6. Validity of Licence

- 2.6.1 Canadian competitors must hold a licence issued by CACC or another organization acceptable to CACC.
- 2.6.2 A licence granted by CACC does not constitute a certificate of competency of the holder.
- 2.6.3 Licences shall be valid from the date of issue to the date of expiration shown on the licence.

2.7. Presentation of Licence

- 2.7.1 Entrants and drivers must present their licences to an official when requested.

2.8. Application for Licence

- 2.8.1 It is the sole responsibility of the applicant to supply all necessary documentation as detailed below. Failure to provide all required information will result in a delay in processing. No licence will be issued unless complete documentation and all fees are delivered to the CACC Licensing Director or their appointees.
- 2.8.2 The following items must be included in an application for any class of competition licence:
- 2.8.3 A completed competition licence application form. Missing information will delay issuance of any licence.
- 2.8.4 A completed CACC medication examination form. (See 3.6.B) Not required for basic, solo or official licences.
- 2.8.5 One (1) passport size, black and white, head and shoulders photograph.
- 2.8.6 Proof of current year membership in a CACC member club for the competition season for which the licence is issued.

- 2.8.7 A copy of your previous year's licence, if the licence is being renewed.
- 2.8.8 A copy of the Driver's Log Book, if the licence is being renewed. If the Driver's Log Book does not contain any signatures for the previous season, the applicant will have to supply evidence that they participated in at least one (1) race meet during the previous season. Appropriate licence fee payable to CACC.
- 2.8.9 All competitors entering for points in the CACC championship must have a permanent number assigned to them by the CACC licence director.
- 2.8.10 All applications must be in the possession of the Licensing Director at least seven (7) days prior to being issued. When an applicant wishes to receive their licence but fails to deliver the completed documentation to the Licensing Director within this time limit, the application may be processed but only after a late processing fee of \$35.00 is received by the Licensing Director. (Please allow three (3) weeks to process licences.) It is the responsibility of the applicant that any application is delivered in full to the Licensing Director within the prescribed time limits.

2.9. Administration

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

2.10. Driver Rules

- 2.10.1 Conduct: Participants are expected to understand the purpose of vintage racing events as stated and to conduct themselves accordingly.
 - i. Only the marked race track surface and any curbing may be used by drivers during any track session.
 - ii. Drivers shall drive in a manner compatible with general safety respecting at all times the right of competitors to space on the marked race track.
 - iii. It is the responsibility of all drivers to avoid physical contact between cars on the race track. Drivers shall follow the marked race track during a competition and shall not gain an advantage from an off course excursion.
 - iv. Any driver who has left the marked track with all four (4) wheels must respond so as to regain control of the car, stop if necessary, and without driving against the direction of the race track, rejoin the track at the nearest point to that where the exit

occurred, compatible with safety and obeying the direction of the corner marshals in the area.

- v. A driver who goes off the marked race track, in the presence of corner marshals or not, and attempts to return to the track and in doing so causes a disadvantage to another competitor is subject to penalty.
- vi. The repetition of serious mistakes or the appearance of a lack of control over the car (i.e. leaving the marked race track) may entail exclusion or other penalty of the driver involved.
- vii. Before entering the pits from the track, the driver should signal by raising an arm.
- viii. The clerk of the course or Steward may, during any practice, qualifying or race session, order any car removed from the race track which, in their opinion, constitutes a hazard to other competitors because of insufficient speed, fluid spilling or any other reason. Such action is not subject to protest or appeal.

2.10.2 Racing Events

- i. In all passing situations, the primary responsibility for overtaking safely is on the passing driver.
- ii. It is the responsibility of every driver, including the driver(s) being overtaken, to avoid a racing accident.
- iii. Blocking is not allowed.
- iv. In deference to the ‘Spirit of Vintage Racing’, extra caution must be exhibited at all times.

2.10.3 Demonstration / Test & Tune Events

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

2.10.4 Infractions and Penalties - Race Events

- i. The CACC Vintage Discipline will establish and maintain a procedure for penalizing or otherwise disciplining any competitor whether such penalties or discipline arise from an on-track incident or an infraction referred to the Chair by the Event Steward, or by conduct considered to be unacceptable in light of the “Spirit of Vintage Racing” and safety.

- ii. In the event of an incident involving the contact of a vehicle with another vehicle and/or a track barrier, the driver(s) involved must, if possible, immediately return the vehicle(s) to the pits, unless the vehicle(s) has been ordered impounded by the Event Steward. The driver(s) must then report to the Event Steward.
- iii. Before being permitted to return to the track, the vehicle(s) involved in an incident must undergo a safety inspection. Neither the vehicle nor the driver may return to the track in the event in which the incident occurred without the authorization of the Event Steward and the Clerk of the Course.
- iv. As soon as possible following an incident, the Event Steward will gather available report(s) on the incident prepared by race officials, interview the driver(s) involved and confer with the designated Vintage Discipline official(s) or committee. The Event Steward will determine whether a penalty will be assessed.
- v. Infraction Schedule

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

- vi. Discretion: The Event Steward may in their sole discretion impose less or more points than those indicated in the above schedule.
- vii. Penalties for Accumulated Points

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

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

2.10.5 Infractions and Penalties – Demonstration / Test & Tune Events

- i. All of the above in ‘Infractions and Penalties – Race Events’ apply.

3. VEHICLE AND DRIVER SAFETY

3.1. Competitor Safety Equipment

3.1.1 Racing – General

- i. Requirements of the CACC GCR's concerning Competitor Safety Equipment - Clothing, Helmets and mandatory Frontal Head Restraint Device (FHRD) shall be met for all racing. The use of a Frontal Head Restraint Device complying with FIA Standards 8858-2002 or 8858-2010 or SFI Specification 38.1 is mandatory as of January 1st, 2012 for all Race, Time Attack and Vintage drivers

3.1.2 Helmet – Vintage

- i. A safety helmet must comply with the current CACC requirements.

Helmets must be in good condition. Helmets that have deep scratches, gouges, or cracks will not be permitted for use in on-track sessions. It is highly recommended that helmets be kept out of direct sunlight to prevent UV radiation damage.

Full face helmets and shields must be worn by drivers of open cockpit cars and are strongly recommended for drivers of closed cars. Drivers of closed cars are cautioned: When choosing a helmet they should consider the ability of emergency medical personnel to access the driver's mouth and nose in potentially confined spaces without removing the driver from the car.

The modification of helmets for the fitment of head and neck restraint systems is authorised. It is highly recommended that such modifications be performed only by a qualified installer.

3.1.3 Clothing – Vintage Demonstration / Test and Tune

- i. Drivers must wear full coverage clothing tight at the extremities and of natural fibre. Clothing of nylon or other similar synthetic material is not permitted.

3.2. Driver Restraint System

3.2.1 General:

All vehicles must meet the current CACC GCR concerning Minimum Standards, Construction, Shoulder Harnesses, Anti-submarine straps, Arm restraints, Mounting, and Expiry Date, with the following exceptions:

- i. Item A. above (except the Expiry Date requirement) does not apply to Demonstration or Pre-1950 group (two point belts are acceptable). Pre-1950 cars require a minimum of 75mm (three inch) lap belts.

- ii. The option of either a driver side window net or approved arm restraints is required in all closed roof cars. Approved arm restraints are required in all open cars.
- iii. At the discretion of the Event Steward and/or Chief Scrutineer, cars with external brake actuation may be allowed to compete without the appropriate arm restraint(s).
- iv. The arm restraint system installation is subject to the approval of the Chief Scrutineer.

3.3. Technical and Safety Inspection

- A. The responsibility to ensure that the car and driver's equipment comply with all regulations and are safe rests solely and at all times with the entrant and driver. The very act of presenting a car for any technical inspection is deemed to be recognition of this regulation.
- B. Any inspection of a car is not a guarantee of the safety or class legality of the car.
- C. A full and complete Technical and Safety inspection shall be performed by a CACC Licensed Scrutineer on each car once a year (12 months). If the car passes Annual Technical Inspection, the CACC Licensed Scrutineer shall enter the date of the safety harness expiration in the logbook; the logbook shall be stamped with the “official” inspection stamp, dated, and signed.
- D. All cars in all classes shall be inspected and a vehicle logbook entry made before the car enters the track for the first practice session a CACC technical inspection sticker shall be issued to each car passing technical inspection and must be placed on the upper left hand corner of the windshield on production based cars or production based cars without windshields on the left hand side as high as possible on the vertical member of the roll bar and on the left front upper suspension arm of open wheel cars.
- E. Cars may be re-inspected at any time at the discretion of the Steward, Clerk of the Course or Chief Scrutineer.
- F. Decisions of the Chief Scrutineer regarding safety matters are final and not subject to protest or appeal.
- G. All items subject to inspection by the Scrutineers must be presented together at one time during the Scrutineering periods shown in the schedule of the event.

3.4. Items to be presented at Scrutineering include the following

1. Documentary evidence of having completed registration for the event (i.e. a properly issued technical inspection form)
2. Competitor's safety equipment
3. The race vehicle in race-ready condition if it has not received an annual technical inspection as evidenced by a current stamped Vehicle Log Book. Scrutineers will not attend to any race vehicle in or on a trailer or attached to a tow vehicle. All dunnage and gear must be out of the race vehicle and the race vehicle must be neat and clean. Class markings, competition numbers and the required decals must be affixed as specified.

4. Vehicle log book.
5. Annual techs from other sanctioning bodies may be accepted at the sole discretion of the Chief Scrutineer.

3.5. Vehicle Logbook and Plates

- A. A CACC vehicle logbook will be issued by the Chief Scrutineer who will complete the required car information in the front of the logbook. Only one logbook shall be issued for each car (other than by way of extension or replacement).
- B. A CACC Vintage vehicle plate will be issued by the Chief Scrutineer and the number will match that on the vehicle log book. These plates shall be securely affixed on the firewall or as indicated by the Chief Scrutineer. Cars with existing CASC, ICSCC or SCCA plates should be marked as such in their vehicle log book.

The vehicle logbook must be presented by all competitors at all CACC competitions. Failure to present a vehicle logbook at the time of technical inspection may result in a penalty.

3.6. In-Car Cameras

In car camera or videotape recording equipment is permitted provided the installation is approved by the Scrutineers and subject to the provision that any photographic film or videotape recording made during the track session may be impounded by the Steward.

3.7. Vehicle Requirements

- A. Vintage racing cars must be safe and presentable in the Vintage spirit. That is, in a neat and finished condition and according to the applicable regulations under which the vehicle is prepared, but regardless of the sanctioning body the vehicle must meet the following minimum standards:
 - i. Interior and exterior trim including required windows are to be in place.
 - ii. Engine compartment, chassis, suspension and drive train are to be clean and properly fitted.
 - iii. Cables, wires, hoses, etc. are to be taped, tied, or otherwise secured to prevent flapping or chafing.
- B. The minimal acceptable standards for Brakes, Catch Tanks, Electrical Systems, Window Glass, and Onboard Fire Suppression Systems contained in the CACC GCR's apply, with the following exception:
 - i. Fire Extinguishers - As an alternative to the requirements in section 6 for Vintage, a 5 BC type fire extinguisher is mandatory, (except in the Demonstration Class), and must be firmly attached with metal clasps (not plastic) within easy reach of the driver.

3.8. Roll Over Protection

- A. Roll Cages complying with CACC Improved Production safety standards ARE required by all cars prepared and raced after January 1, 1980. Vintage racing vehicles with a verified history (e.g., a log book) prior to January 1, 1980 with a roll over bar MAY be raced as is, providing the mounting structure is acceptable.
- B. Acceptable rollover protection will be governed by the Monoposto Racing rules, or the Formula 4 rules, or the CACC GCR Roll Bar Specifications as applicable, with the following exception:
 - i. Rollover protection is required on all vehicles except those in the Demonstration/Test & Tune classification, and vehicles manufactured prior to December 31, 1949.
- C. Partial or Single Seat Width roll bar hoops shall not be less than fifteen (15) inches (380 mm.) apart, inside dimension. It is RECOMMENDED that the roll bar mounting extend the full width of the cockpit to provide maximum bearing area.
- D. The vertical members on Open Wheel cars must not be less than fifteen (15) inches (380 mm) apart, inside dimension, at their attachment points to the uppermost main chassis member. Bracing must consist of either one fore or one aft brace with a minimum dimension equal to the tubing required for the main hoop, or two fore / aft braces with minimum dimensions of one (1) inch (25 mm) diameter.
- E. Alternative forms of rollover protection will be considered in situations where standard roll cage / roll bar designs cannot be readily adapted due to unusual vehicle construction.

3.9. Engines – Racing

- A. Carburetors and Fuel Injection
 - i. It is a requirement to have a minimum of one return spring per throttle assembly plus one return spring for the linkage.

3.10. Electrical – Racing

- A. Electrical Cut-out
 - i. A clearly marked, externally mounted battery cut-out is recommended.
 - ii. This rule does not apply to Demonstration runs.
- B. Battery
 - i. In production-based vehicles, the battery may only be located within the engine compartment, in the trunk area, or on the passenger area floor. It must be securely fastened. If the battery is mounted on the interior floor, the battery must be contained in a marine-type, acid safe container. Exceptions are in formula cars only, where the original mounting point must be used. All battery terminals must be insulated.

3.11. Body – Racing

- A. Windows
 - i. On all closed vehicles a windshield must be in place and made of laminated safety glass, Lexan or Plexiglas.
 - ii. Side and rear windows must be in place but can be of original safety glass, with no damage, or replaced with Lexan or Plexiglas.
 - iii. Drivers' and front passenger windows may be removed. Regardless, the driver's window shall remain fully open during a race and the passenger window must remain open if the vehicle cannot be opened from the outside.
- B. Hood, Trunk and other Openings
 - i. Hood and trunk lid(s) and other openings shall be securely fastened.
- C. Tow Hooks and Lights
 - i. One (1) eyebolt or tow hook to the front and to the rear is recommended for towing.
 - ii. A minimum of one (1) rear brake light is mandatory on all cars, with the exception of formula cars.
 - iii. All lights must be in place and in working condition with the exception of headlights, which if removed, must have an acceptable cover unless the documented racing history indicates otherwise.
 - iv. All lighting glass, front and rear, must be taped during racing events. Rear brake lenses cannot be obstructed.
 - v. All cars must have one operational rear running light to be used in poor visibility. The decision for the use of running lights is at the discretion of the Event Steward.

3.12. Fuel Systems – Racing

- A. Fuel Cells / Tanks
 - i. Fuel cells meeting CACC requirements are strongly RECOMMENDED
 - ii. If a fuel cell is used within the vehicle body structure, a flameproof metal shield or container must separate it from the driver's compartment.
 - iii. A metal firewall must separate the cockpit from the stock fuel tank.
- B. Fuel Feed
 - i. All gravity-fed fuel systems must have a clearly marked fuel cut-off switch.
 - ii. All fuel lines passing through the cockpit must be covered with a braided metal or metal line.
 - iii. No form of nitrous oxide or any oxygen-bearing additives may be used.

4. VINTAGE RACING CAR GROUPS AND ELIGIBILITY

4.1. General

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

4.2. Vintage Racing Car Eligibility

The Vintage Racing Club of British Columbia (VRCBC) shall determine criteria and a process for approving racing cars that are eligible for participation in vintage race groups, or race events that are sanctioned by CACC and operated by any of its affiliates. At least annually, the VRCBC will file a current set of eligibility rules with CACC, SCCBC and any other affiliate organization that may include vintage race groups in their events. The eligibility criteria so developed will not compromise or contravene any provision(s) of these Competition Regulations.

4.3. Eligibility Scrutineering

Scrutineering of vintage racing cars to ensure compliance with the VRCBC eligibility rules shall be provided through the CACC Vintage Discipline in conjunction with the Chief Scrutineer.

4.4. Preparation Guidelines and Requirements

- A. The following preparation guidelines and requirements are meant to assist the participant in preparing a Vintage Racing car. Reference is to be made to the appropriate SCCA, FIA, Monoposto Racing, Formula 4, or other actual rules and regulations for specific information. (The SOVREN website (www.sovren.org) provides access to most of these regulations.)
- B. When eligibility is being checked, the authenticity of appearance and mechanical design are most significant. Exterior and interior appearance, the weight of the car and the specifications of the engine, transmission, differential, brakes, suspension, wheels and tires are to be checked.
- C. Prospective Vintage racers are encouraged to contact the Vintage Discipline Chair for advice on vehicle preparation and the appropriate contacts for safety matters.
- D. The racing car shall display legible numbers (three digit maximum) on a contrasting background on both sides of the car. The numerals are to be at least 26 cm high with minimum 5 cm wide strokes. Where feasible, a rear facing half height number shall also be displayed.
- E. The mixing of specifications from one sanctioning rule set to another to achieve the best technical combination, or for some other reason, is not permitted.

- F. The mixing of components from other models of the same make of car is not in the vintage spirit, with the exception of the approved up rating of safety items. (e.g., replacing a single master cylinder with a dual master cylinder).
- G. All remanufactured or reproduced parts are to conform with and be appropriate to the specification and year to which the racing car is prepared.

4.5. Vehicle Weight

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

4.6. Bodywork, External and Internal Appearance

4.6.1 Exterior:

- A. Modifications to the original body work are permitted only to the extent they meet the rules of the sanctioning body for their Group.
- B. Original fender openings and contours are to be retained; however,
 - i. Vintage racing cars prepared to certain FIA, SCCA, or other recognized specifications are allowed to use appropriate integrated wheel arches, spoilers and/or air dams if they were permitted for the year(s) / class in question.
- C. Paint schemes are to be appropriate for the period being represented.
 - i. Contemporary commercial advertising is not permitted.
 - ii. Historically authentic markings, including advertising are permitted and encouraged.
 - iii. The name(s) of driver(s) and crew can appear in small letters.
 - iv. To be eligible, bodywork and paintwork of Vintage cars must be to a high standard. No body damage or rusted areas are permitted.
- D. Bumpers and their support structures, and spare wheels may be removed
- E. Glass headlights, turn signals, tail lights and marker lights that are not removed are to be taped.

4.6.2 Interior

- F. i) Interior trim that may be removed includes flooring and headliners. Such removal is to result in a neat and finished appearance.
- G. ii) Door and side panels are to be in place but may be altered to fit safety equipment and rollover protection.
- H. The passenger seat may be removed but if it is not removed, then the seat back is to be secured.

- I. The driver's seat may be exchanged for one of any make or design.
- J. It is strongly recommended that wooden rim steering wheels not be used.

4.7. Engine

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

4.8. Clutch, Transmission and Differential

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

4.9. Wheels and Tires

- A. Wheels are to have a period correct appearance
- B. Closed wheel cars may have rims 38 mm (1.5 inch) wider than production specifications, and have different offsets, provided the wheels and tires are fitted without alterations to the body work and suspension components.
- C. Tires must be of the appropriate speed rating for the car and speed attained on track

- D. DOT approved racing tires are permitted for production-based cars (e.g. Toyo Proxes R888).
- E. Tires are to approximate the original size(s) as closely as possible.
 - ii. Racing slicks are not permitted in production classes.
 - iii. Tire sizes and types permitted on Open Wheel Group cars are those described in the current Monoposto Racing and Formula 4 rules.
 - iv. Vintage racing tires are allowed (e.g. Goodyear vintage racing tires or Hoosier vintage racing tires)

4.10. Suspension

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

4.11. Brakes

- A. Brake components (i.e., drums, rotors, calipers) are to be of the original size and type, or as allowed by the applicable regulations for the year of production. Period-correct front disc brakes may be substituted for front drum brakes as a safety measure.
- B. Modern brake lining materials may be used. Dual/redundant master cylinders and brake lines are required for vehicles manufactured after 1967 and are recommended for all others. A device to adjust brake bias while driving is permitted.