



The Vintage Group's purpose is to promote the preservation and use of historical racing cars, to create a spirit of safety consciousness among their drivers, and to maintain an atmosphere of friendly competition at WCMA sanctioned events. Vintage Racing is an amateur sport where the pleasure of "Taking Part" must exceed the desire to "Win at All Cost." All competitors must know the limits of their skills and of their machines.

WCMA has adopted the Sports Car Vintage Racing Association (www.svra.com) car classification rules for our Vintage / Historic race events; SVRA defines 11 race groups that may be combined or divided depending upon the expected entries at a particular event. WCMA reserves the right to alter these groups as necessary to provide safe, fair competition and be inclusive of all racers interested in Vintage Racing. Each SVRA Race Group has a specification sheet that details the classes and any rules that are particular to that race group.

Why Adopt SVRA Class Structure & Classification? SVRA has a long history of car racing and has a comprehensive set of classification rules that have been adopted by other US racing organizations.

"The Sportscar Vintage Racing Association (SVRA) is the largest and one of the oldest Vintage Racing organization in the United States. Originally called the Southeast Vintage Racing Association, it was founded in 1981 by Ford Heacock III following the success of the Kendall Vintage Grand Prix events first held in 1976 as part of the annual 12 Hours of Sebring endurance race. Beginning with an initial membership of approximately 25 drivers and supporters, SVRA now has grown to over 1,200 members.

These regulations are to be read in conjunction with the current WCMA Sporting Regulations and also refer to the WCMA Technical Regulations for vehicle preparedness. If there is a conflict between the technical regulations and this document, this document will take precedence.

Spirit of Vintage Racing:

Vintage Racing is intended as a "gentleman's" sport played by the rules; to this purpose, we have tried to keep the rules simple and to a minimum, but the concept of originality cannot be stressed too highly. If a given rule does not mention a specific item, you should assume it is not advised or permissible.

Driver Conduct:

Our Mission Statement: "restoring and racing Vintage automobiles in as near original condition as possible" we must protect the cars from damage. The only valid reason we can have to participate in Vintage racing is to have fun. There are no huge purses, no valuable prizes. What we should all share is a proper "Vintage Racing" attitude. All forms of motorsport are dangerous. The speeds, the conditions at the race tracks, the competence and attitudes of each competitor; all contribute to the relative safety and the risks inherent in the activity.

Failure to adhere to "The Vintage Spirit" in the opinion of the Race Officials may result in action being taken on behalf of WCMA to curtail behaviour deemed inappropriate. WCMA reserves the right at its discretion including but not limited to the application of the "13/13" rule. The "13/13" Rule states: "If you are found to be at fault in an incident which results in damage to your car or any other car, you may be excluded from this event, the next WCMA event, and be on probation for 13 months. Any further incidents during the probationary period may result in a one year suspension of your driving privileges. Such disciplinary action will be reported to ASN Canada and posted according to WCMA regulations.

Driver Guidelines:

1. *We live in a litigious society, so no warranties or guarantees are expressed or implied as to the effectiveness of the advice herein. Car owners and drivers are responsible for the safe preparation and operation of their cars at all times.*
2. *Vintage Racing is fun. Drive and compete with the proper attitude. The other people on the track are likely to be your friends. Treat them with respect, and they will likely respond in a like manner. It is better to not try to pass an unprepared or inattentive driver, and have a friendly word with them about on-track behaviour after the session.*
3. **Vehicle Contact Is Strictly Forbidden!!** *There is no excuse for contact with another competitor's car. Compare it to road driving. There is virtually no excuse for driving into the back of another motorist on the road (e.g. If it was slippery you should have left room. If the other person stopped suddenly, you should have been prepared, etc)*

Event Specific Rules:

1. *Each event will have event supplementary regulations as described in the WCMA Sporting Regulations.*
2. *It is preferred that vintage cars have their own run groups separate from other WCMA Classes. Note that the run groups may not be the same as specified by SVRA.*
 - a. *For Vintage cars to run with other WCMA Classes*
 - i. *All Vintage cars must meet the safety requirements of that class as described WCMA Technical Regulations.*
 - ii. *All Vintage Drivers and car owners must agree to run in a non-vintage group.*

Vehicle Eligibility Definitions:

1. Eligibility period: A historic period beginning and ending with cut-off dates.
2. Period specification: The configuration of a car as raced during the eligibility period.
3. Continuation car: A make or model that was manufactured after the end of an eligibility period, but is identical to those produced during the eligibility period.
4. Replica: A race car whose actual construction was by other than the original manufacturer, or at a date later than the original production run, but still accurately meets the period specifications of the original.
5. Year of Manufacture: Actual year car was built.
6. Year of Preparation: Year represented by newest racing specifications found for the car, regardless of the manufacture date.

Race Groups and Car Classifications (SVRA Class Rules adopted):

WCMA has adopted the Sports Car Vintage Racing Association (www.svra.com) car classification rules for our Vintage / Historic race events, if you have any concerns or doubts about where your car fits please contact the NASCC/WSCC Vintage Race Group.

Historic vehicles such as ones from Players Challenge, Honda Michelin and other non-traditional vintage cars that have a race history are welcome.

Check for your Race Groups here: <http://www.svra.com/race-groups/>

Check for your Car Specifications here: <http://www.svra.com/make-model-regulations/>

General Rules and Regulations:

All cars require a logbook presented at tech inspection. Any discrepancies noted at the last event should have been rectified. Cars not having a logbook will be issued one after the Scrutineer is satisfied that the car meets all of the eligibility and safety requirements, and that the Driver has an active WCMA race license. Logbooks and license holders from other organizations will be honored in accordance with the WCMA Sporting regulations.

These rules are general in nature and may not apply to every car accepted by WCMA. It is not possible for WCMA to publish rules that accurately define the period authenticity for all eligible cars. It is therefore the responsibility of each competitor to research the proper period specification for his car, and to present it as such. SVRA Supplemental Regulations (Spec Sheets) are published for most Makes & Models and give specific details on permitted options and modifications. The Make and Model (Spec Sheets) are to be used in conjunction with the General Rules and Regulations (GRR) below. The SVRA Group Supplemental Regulations (GSR) for each Race Group contains details that apply to that group only and these should also be considered when preparing a car. Proof of any unusual specification or configuration is the responsibility of the competitor.

Updating or backdating within a recognized model (body type) production span is allowed as long as it does not conflict with the group eligibility time period. Continuation cars may be accepted, but they must be backdated to the eligibility period.

Body:

The body configuration should be as raced "in period". All body parts must be of the same material and design as those supplied by the manufacturer as standard or an option.

1. Undocumented supplemental aerodynamic devices such as spoilers, air dams and wings are not permitted. Fender flares and fender widening are only permitted on production cars if the car raced in that configuration during the eligibility period.
2. Interiors must be neat and finished. Supplemental gauges are allowed. Driver's seat may be replaced with a racing type seat. Loose carpeting must be removed. An approved polycarbonate material may replace windshields and other glass. It is permitted to remove the windshield on open cars; however, a suitable transparent racing windscreen must be fitted in its place.
3. The grill must be in place on production cars. Bumpers may be removed, but no substitute devices are permitted.
4. Production cars prepared to 1970 or earlier specifications should have headlights. Production cars prepared to 1971 or later specifications may have headlights removed and use the opening for brake ducting.
5. Historically significant markings and graphics are encouraged. Modern sponsorship should be discreet.

Engine:

The correct engine displacement is required. The entrant must, with certainty, disclose the actual engine displacement. Engines must be of the original type; size and design as originally fitted by the manufacturer and Engine mounts must remain in the correct original location.

The following modification restrictions apply:

1. An over-bore of 1.2mm or .047" is permitted unless class rules state otherwise. The standard stroke must be retained.
2. Wet sump may not be converted to dry sump unless group / class rules state otherwise. Any accumulator (Accusump) is permitted.
3. Blocks and heads must be of the same material and design as provided by the manufacturer. Modern aftermarket blocks and heads are prohibited unless they are identical to the originals.

Electrical system:

1. Electronic ignition is allowed, but the trigger and distribution of spark must be from the distributor, unless the standard system was otherwise.
2. All cars should have a working charging system unless they historically ran without one. Production cars without charging systems will have 25 lbs added to their official weight.

Wheels and Tires:

Wheel diameter must be as originally fitted unless permitted in the SVRA Spec Sheets. The standard width may be increased by 1.5". Any other diameter or width must be a specifically listed option.

The race groups and some individual car classes have specific tire regulations that are outlined in the event supplementary regulations. If the event supplementary regulations do not state a specific tire then the SVRA tire regulations apply. In most cases tires are restricted by their profile and tread pattern. Tires must be mounted following the manufacturer's specification for wheel width. Bodywork may not be modified beyond period specifications to accommodate tires.

All Approved tires are listed in the SVRA Tire Regulations.

Transmissions:

Must be equivalent (gear cut and manner of engagement) to the unit provided by the manufacturer (See Spec Sheets for options). Gear ratios are free with no increase in the number of forward speeds. Reverse must work.

Suspension:

The system of suspension (spring, shock type and control arms) may not be changed and must attach to the stock mounting locations.

1. Anti-roll bars may be added or deleted.
2. Spring rates & heights are free within ride height restrictions.
3. Cars with leaf spring rear axles may add axle-locating devices (traction bars). All cars with live axles may add a transverse locating device (Panhard bar, Watt's link, etc.).
4. All hubs, spindles, axles, axle housings, drive shafts, lug bolts, mounting points and other suspension parts may be strengthened for safety as long as the track width, wheel base and geometry is not altered.

Brakes:

Braking system must be of the same type as manufacturing standard or offered as an option.

1. Dual braking systems are required. A working hand brake is acceptable in lieu of dual master cylinders.
2. Brake Pads/Lining material is free, alternate rotors and drums of the same diameter and thickness are permitted. Rotors may be drilled or grooved. Alternate calipers or wheel cylinders must be of the same material, design and number of pistons as the original component. There must be no increase in the frictional surface of the pads or shoes.
3. Brake ducting is permitted as long as no modifications are made to the body. Backing plates may be removed or modified for this purpose.

Official Weight:

Virtually all cars that race with SVRA have an official weight. The Official Weight must be met or exceeded at all times during the event. Unless specified, all official weights are measured without fuel and driver. Any residual fuel at the end of a race is considered proper weight. The official weights are listed in the Makes and Models Supplemental Regulations (Spec Sheets) and have been derived from the relevant SCCA, IMSA, FIA, Homologation figures with some adjustments. Any weight penalties (see Make and Model Supplemental Regulations) will be added to the standard weight. WCMA may also specify added weight to cars for competition purposes or for unapproved modifications.

General Race Preparation:

1. All fluid filled lines and containers must be secure and free of any leaks. Catch cans are required on all openings or vents that could expel fluids. Coolant overflow should have a separate catch can. All drain plugs should be safety wired.
2. Coolant must not contain any ANTI-FREEZE unless the event supplementary regulations explicitly permit it. Non-slippery water wetting agent is permitted.
3. All cars, except formula cars, must have at least one working brake light. Formula cars must have a working rain light.
4. All cars must have mirrors fitted which provide clear view to the rear, and along both sides of the car.
5. Hoods, deck lids, doors and other bodywork must be securely fastened. Doors may be pinned as long as provision is made for quick exit from the car. Louvers may be added to the hood for engine cooling. Hard tonneau covers are prohibited, soft tonneau covers are allowed.
6. There must be an electrical cut-off switch to isolate the battery and cut off the ignition. Such switch must be accessible from outside the car and be clearly marked.
7. Batteries must be securely mounted with a metal hold down device. All exposed live electrical connections, including the hot terminal of the battery and the cut-off switch must be insulated against accidental grounding.
8. Competition numbers must be displayed legibly and neatly on both sides of the car, using a minimum height of 8" and a stroke of 1.25", fixed on a contrasting background. Magnetic or static adhesion numerals are not acceptable.
9. Headlights and other glass lenses must be covered or taped. Glass headlights may be blanked as long as the trim, bezel and bucket are retained.
10. There shall be a firewall separating the driver's compartment from the engine and fuel tank. Under trays should have drain holes. These items should be constructed as to prevent fluids and flames from passing into the cockpit. The firewall and floor shall prevent the passage of flame and debris to the driver's compartment. All holes must be properly sealed.
11. It is recommended that all cars equipped with an electric fuel pump be also fitted with an oil pressure controlled cut-off switch. (NAPA 701-1577).
12. **Exhaust system & ventilation:** Exhaust systems must end behind the driver's position. Coupes must have an exhaust system designed so that gasses cannot enter the driver's compartment. The driver's window must be fully open on closed production cars (sedans).

Safety Equipment:

1. **Helmets:** Must comply with WCMA Technical Regulations - Appendix 4 – Section C “Helmets”
2. **Head & Neck Restraint:** It is highly recommended that a frontal head restraint be used. WCMA Technical Regulations - Appendix 4 - Section C “Frontal Head Restraint”
3. **Suits:** See WCMA Technical Regulations - Appendix 4 - Section A “Apparel ”
4. **Belts/Harness:** See WCMA Technical Regulations - Appendix 2 - Section A – 1 “Belts / Harness ”
5. **Arm restraints:** Properly adjusted arm restraints are required in open production cars and open racing cars. Sedans and coupes may have either a window net or the driver may use an arm restraint on the arm nearest the window. Arm restraints should be attached to the forearm and limit the movement of the driver's hands to just above helmet. Arm restraints must meet WCMA Technical Regulations - Appendix 2 - Section A – 1.a.vii. Window Nets must meet WCMA Technical Regulations - Appendix 2 - Section E – 1.
6. **Roll Bars:** Suitable roll bars are required on all cars. The actual design is left up to the car owner, but should follow sound engineering standards. The WCMA and SVRA publishes a separate sheet on roll bar guidelines. These are derived from SCCA and HA specifications. The basic purpose of the roll bar is to protect the driver if the car rolls over or is involved in a serious accident. Parts of the roll bar or roll cage deemed to serve no practical purpose other than chassis stiffening may be considered in violation of the intent of these rules and can be subject to weight penalty or reclassification. The top of the main hoop must be 2" inches above the driver's helmet, there must be a padded headrest within 3" of the driver's helmet and all parts of the car or roll bar that could come in contact with the driver's head and body must be padded.
7. **Fire Extinguishers:** On-board fire suppression systems are highly recommended. See WCMA Technical Regulations - Appendix 2 - Section B “Onboard Fire Suppression Systems”
8. **Fuel Cells:** It is recommended all cars, other than Pre-War, have a fuel cell that meets WCMA Technical Regulations - Appendix 2 - Section J.8.c. If a fuel cell is not used the car must use a factory gas tank size, configuration and location as per original manufacturer. Gas tanks with bottom connections are permitted at the discretion of the WCMA Scrutineer / technical inspector provided the fuel connection and lines are well protected and will not be ripped off in an off-track incident.
9. **Towing eyes:** All cars must have a readily accessible towing eye or other means to attach a tow strap to the front of the car. A similar device is recommended at the rear. The roll bar is not considered a good place to attach a tow strap.