

# INTRODUCTION

ROCKY MOUNTAIN VINTAGE RACING, LTD., in concert with the major vintage racing clubs in the United States, has adopted the following philosophy for racing. Your understanding of the intent of this section will make this sport one that will be safe and fun for all.

"THE PRIMARY OBJECTIVE OF THE SPORT OF VINTAGE AND HISTORIC AUTOMOBILE RACING IS TO PROMOTE THE PRESERVATION OF THESE CARS IN A RACING FORMAT WHICH EMPHASIZES DRIVER SAFETY AND ETIQUETTE. THE SPORT IS INTENDED TO PROVIDE A FORMAT FOR FRIENDLY WHEEL TO WHEEL COMPETITION WITH VEHICLES PREPARED FAITHFULLY TO THEIR ERA. 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."

## R.M.V.R. - GENERAL RULES

### A. MEMBERSHIP:

1. Membership dues are \$60.00 per **CALENDAR** year, due and payable on or before January 1st of each year. Dues paid after Labor Day will be given the next year free.
2. Members who have not paid current dues will not receive membership privileges or be allowed to participate in any event until dues are brought current.
3. All entrants of an RMVR event must be members of RMVR. The President of RMVR, or his delegate, will have the authority to give an honorary membership status to invited participants. This honorary membership is not meant to be a year's membership, but rather a membership for a single event.
4. Any member participating in an RMVR event may be required to work that event.
5. Members of other VMC-affiliate clubs may participate in a maximum of two (2) RMVR events in a calendar year without RMVR membership. As RMVR guests, these participants are subject to the RMVR Constitution and Bylaws, General Rules and Safety Equipment Requirements.

### B. DRIVER ELIGIBILITY:

1. All drivers must submit a completed RMVR Competition Medical Form or one from another similar automobile racing organization. Submission of another automobile racing association's form is allowed only if it requests the same information as the RMVR form. The RMVR administrator will review forms only to assure that all information has been supplied. Forms that are complete will be accepted. Incomplete forms will be returned to the applicant. The applicant, by his signature, authorizes RMVR to verify that the examination was performed by the physician whose signature appears on the form. Competition Medical Forms accepted by RMVR are valid for five (5) years for applicants between eighteen (18) and thirty-five (35) years of age and two (2) years for applicants thirty-six (36) years of age and older, from the date of the examination or the expiration of the driver's Competition License, whichever is later. Current medical forms shall be stored in a secure manner to protect the personal information contained therein. Expired forms shall be destroyed in a timely manner by shredding or any other secure method.

2. All drivers must complete the following RMVR Competition License requirements:

a. Applicants 18 years or older must submit an RMVR Competition License Application to the Chief Driving Instructor and:

1. Successfully complete one RMVR Drivers' School or other recognized driver school (Skip Barber, Bondurant, Pettiford, etc.) acceptable to the CDI or hold a current competition license (SCCA, IMSA, etc.) acceptable to the CDI or hold a current vintage competition license from another recognized vintage racing club. Upon completion of this requirement, an RMVR Provisional License shall be issued.

2. Participate in a minimum of TWO RMVR racing events in a manner which meets the approval of the Chief Driving Instructor. Drivers with prior race driving experience may be granted a RMVR Provisional License or a full Competition License at the discretion of the Chief Driving Instructor.

3. Work for a day as an RMVR corner marshal or show similar prior experience acceptable to the CDI.

b. Renewal of Competition License:

1. Drivers who renew their RMVR membership, who had a valid RMVR Competition or Provisional License from the immediate past year, and who have a current competition medical on file may be issued a License renewal.

2. Those drivers previously licensed who do not meet the renewal criteria in B.2.b.1. must apply to the Chief Driving Instructor and, at the discretion of the Chief Driving Instructor, the driver's Competition License may be renewed.

3. The issuance of an RMVR Competition License is not automatic upon the completion of the above requirements, but will be the decision of the Chief Driving Instructor.

4. All entrants must present a club membership, current RMVR Competition License (or Provisional License), proof of current medical exam, and a photo ID at registration. VMC and VMC affiliate club licenses will be accepted as outlined under "Section A. Membership."

5. All entrants must present their Vehicle Log Book at Tech Inspection for each event.

6. If, during the five (5) years for eighteen (18) to thirty-five (35) year olds and two (2) years for those thirty-six (36) and older that a medical is current, a driver experiences a significant medical problem, it is the responsibility of the driver to submit a letter from his or her treating physician stating that it is safe for him or her to resume racing.

7. At any time if the Chief Driving Instructor deems that any licensed driver is seriously deficient in any aspect of their driving skills, the status of their license may be changed to that of a Provisional License. While driving with a Provisional License, the car of the driver will display an "X" and the driver will be under observation at all driving events and will not be eligible to run in street events. In order to lift the Provisional License, the driver must demonstrate to the satisfaction of the Chief Driving Instructor that active steps have been taken to remedy the deficiencies. If not lifted after four events, the driver's competition license will be revoked.

8. Drivers who make the transition to a larger, faster, or significantly different class of car will advise the Chief Driving Instructor of such a change. Those drivers will then be under observation until demonstrating suitable capability in the new car. An "X" on the car may be required during this observation period. At least one track event must be completed before driving the new car in a street event.

9. An RMVR license is valid through March 31st of the year following issuance.

*NOTE: The above criteria constitute eligibility and not a guarantee of a license. The Chief Driving Instructor and the Chief Steward each have the authority to deny, suspend, revoke or make Provisional any Competition*

*License. The driver may protest this decision, in person, to The Board of Directors.*

## C. CAR ELIGIBILITY:

### 1. RMVR Car Race Groups

a. **Historic Cars.** The purpose of the Historic Run Group's to encourage car owners and racers to prepare their cars as they were raced in the early 1960s. The goal of the Historic Run Group is to maintain the original appearance of the cars, as much as possible, and to run them in a separate run group on race weekends. Car owners/racers who wish to run in this group must make a specific request to the eligibility team and have their car inspected to insure that it meets the spirit and guidelines intended to preserve more precisely car preparation of the era described here. Engines should be the type and displacement that were originally supplied in the car. Cars whose engines have been changed according to RMVR exceptions must return to the original displacement to be considered for the Historic Run Group. There are two age groups of cars eligible to run in the Historic Run Group.

1. **Early Historic Cars** - Includes cars model years 1959 and older and must be prepared in compliance with the 1959 SCCA GCR and PCS, with RMVR exceptions. These cars shall have all street equipment installed including head lights, grills, generator and interior trim and run original size tires and wheels to insure similar braking and cornering consistent with the pre-1960 racing period. Quality DOT legal fully treaded tires of any manufacture will be permitted

#### [RMVR exceptions to 1959 GCR \(Historic Cars\)](#)

2. **Later Historic Production Sports Cars and Sedans** - Includes car model years 1960 through 1967 and must be prepared in compliance with the 1967 SCCA GCR and PCS, with RMVR exceptions. 1968 thru 1972 cars may not be back dated to run in this group. Quality DOT legal treaded tires of any manufacture in 60 aspect ratio or higher are permitted. Participation in this group is by specific request only and the car will be inspected to assure strict compliance to the 1967 GCR with RMVR safety exceptions. (FIA Papers for sedans may be used in place of the PCS with the approval of the Eligibility Team.)

Other guidelines to help identify your car as an historic car:

Although the GCRs say you may remove your bumpers, consider leaving them in place since the appearance of your car is important. Also, consider running street tires i.e. tires with a tread wear rating (UTQG) of more than 100. Street tires are considerably less expensive and with the improvement in tire technology since 1967 may provide you with all the performance you need. These original configurations are preferred to run in the Historic Run Group.

The following requirements are to clarify items in the 1967 GCRs relating to headlights and "gutting" interiors:

**Headlights** — Must be installed and taped or covered to prevent shattering.

**Seats** — All seats must be installed. The original driver's seat may be replaced with a racing seat of the owner's choice.

**Dash** — The dash must be of the original design and materials. Instruments may be replaced and updated as necessary.

**Interior** — Period correct interior panels and carpeting must be installed.

**Floormats** — Floormats and/or carpeting that may interfere with pedal operation should be removed.

#### [RMVR exceptions to 1967 GCR \(Production Cars\)](#)

b. [Section b. no longer used. Combined with 2) above.]

c. **Production Sports Cars and A Sedans** - Must have been manufactured prior to 1-1-1973 and must be prepared in compliance with the 1972 SCCA GCR and PCS, with RMVR exceptions. Quality DOT legal tires of any manufacture and compound in 50 aspect ratio or higher are permitted. All production cars and sedans listed in 1972 GCRs may be updated. Refer the 1972 PCSs for the specifications for your year and model car.

#### [RMVR exceptions to 1972 GCR \(A, B & C Production Cars and A Sedans\)](#)

#### [RMVR exceptions to 1972 GCR \(D through H Production Cars\)](#)

#### [RMVR exceptions to 1972 GCR \(B & C Sedans\)](#)

d. **Production and GT Cars Prepared to the 1981 GCR-** Cars must be 1981 model year or earlier and must be prepared in compliance with the 1981 SCCA GCR, and the 1981 PCS or the 1981 GTCS documents as amended by the following RMVR Exceptions. Refer to the 1981 GCR for the year, make and model of eligible cars. Cars of

model years prior to those listed in the 1981 GCR are eligible subject to documentation outlined in the following Car Eligibility section, but they need to be prepared to the 1981 specs. Showroom Stock and tube-frame cars are NOT eligible cars for RMVR purposes. Slicks of any type and manufacturer are permitted. Alternatively, DOT legal competition tires in 50 series aspect ratio or higher are permitted.

[RMVR exceptions to 1981 GCR \(GT-1\)](#)

[RMVR exceptions to 1981 GCR \(Production & GT-2 through GT-4\)](#)

[Eligibility for Cars Not Listed in the 1981 GCR](#)

[1981 SCCA GCR](#)

[1981 PCS](#)

[1981 GTCS \(GT-1\)](#)

[1981 GTCS \(GT-2, GT-3, GT-4\)](#)

e. **GTO (Grand Touring Over 2.5 liters)**- Cars prepared to the 1976 International Motor Sports Association (IMSA) GT competition rules, as amended by the RMVR exceptions and clarifications below. Eligible car models that continued in production through model year 1981 are also eligible provided they are prepared to the 1976 IMSA GT rules. Tube-frame cars lacking original equipment manufacturer (OEM) chassis tubs and/or frames are not eligible. Turbocharged or supercharged engines, and normally aspirated engines over 8 liters are not allowed. Slick tires of any type and manufacturer, or DOT legal competition tires are permitted.

[Abridged copy of the 1976 IMSA Competition Rules for GT cars](#)

[1976 Historic FIA Complete Appendix J, particularly Articles 261 and 265-267](#)

[RMVR Exceptions to the 1976 IMSA CR](#)

f. **Sports Racers and Formula Cars** – Several classes of Formula Cars and Sports Racers are covered by the following governing specifications combined with the respective RMVR exceptions to those governing specifications:

- Sports racers and formula cars manufactured prior to 1-1-1973 and prepared in compliance with the 1972 SCCA GCR, PCS and FIA Papers.

[RMVR exceptions to 1972 GCR \(Sports Racers\)](#)

[RMVR exceptions to 1972 GCR \(Formula 2 & 3\)](#)

[RMVR exceptions to 1972 GCR \(Formula FV\)](#)

[RMVR exceptions to 1972 GCR \(Formula Fords\)](#)

[RMVR exceptions to 1978 GCR \(FSV & FSV-2\)](#)

- Class Formula V-2 cars must have been manufactured prior to 1-1-1979 and be prepared in compliance with the 1978 SCCA GCR (dated 1-1-1979) with RMVR exceptions. Formula V cars built prior to 1973 can be eligible for FV-2 if it can be proven that cars of that specific make and model were used in competition and prepared as described in the 1-1-1979 GCR during the years of 1973-1978.

[RMVR exceptions to 1979 GCR \(Formula FV-2\)](#)

- Class Formula V-3 (FV-3) cars must have been manufactured prior to January 1, 1990 and be prepared in compliance with the 2012 SCCA GCR (Formula Vee section).

RMVR exceptions: none

- Formula Vee Monoposto (FV-M) must have been manufactured prior to January 1, 1970 and be prepared in compliance with the 2008 Monoposto Formula Vee Specification.

RMVR exceptions: none

- Formula Club Ford (CF) cars must have been manufactured between 1-1-1973 and 12-31-1981 and be prepared in compliance with the 2009 Monoposto (Club Fords) and the RMVR exceptions.

[RMVR exceptions to 2009 Monoposto Rules \(Club Fords\)](#)

- Cars in the ASR, CSR, DSR and S2000 Sports Racer classes must have been manufactured prior to 1-1-1985 and be

prepared in compliance with the 1984 SCCA GCR (dated 1-1-1984) with RMVR exceptions.

[RMVR exceptions to 1984 GCR \(A, C, D and S2000 Sports Racers\)](#)

- Due to the elimination of the BSR class in 1979, BSR class cars must have been manufactured prior to 1-1-1979 and be prepared in compliance with the 1978 SCCA GCR (dated 1-1-1978) with RMVR exceptions.

[RMVR exceptions to 1978 GCR \(B Sports Racers\)](#)

- Class FB-2 will be Formula B cars prepared to the 1978 SCCA GCR (FB section).

[RMVR exceptions to 1978 GCR \(FB\)](#)

- Class FSV-2 (air cooled) cars will be prepared to the 1978 SCCA GCR (Formula Super Vee section).

[RMVR exceptions to 1978 GCR \(FSV & FSV-2\)](#)

- Class FC (Formula Continental) cars will include both SCCA 1978-1981 FSV (water cooled) and 1973-1978 Formula C cars all prepared to the 1981 SCCA GCR (FC section, which includes the older FC cars).

[RMVR exceptions to 1981 GCR \(FSV/FC\)](#)

- Class F-ATL (Formula Atlantic) cars will be prepared to the 1981 SCCA GCR (Formula Atlantic section).

RMVR exceptions: none

- Class FA (V-8 powered Formula cars other than F-5000) cars will be prepared to the 1978 SCCA GCR (FB section).

RMVR exceptions: none

**g. Historic and Factory Prototype** - Race cars with race history built for a recognized racing series, including SCCA and others, that meet the eligibility period of RMVR are allowed as long as they are prepared faithfully to the applicable rules of the race series and year in which the car actually participated. Owners must provide the

Eligibility Team with documentation authenticating the car's preparation and history.

**h. Selected Exhibition Cars** - At the discretion of, or by invitation, the race chair, with the counsel of the assistant chief steward, may allow an "Exhibition Class or Car" to participate in an RMVR event. "Exhibition Classes or Cars" participating under this rule are limited to two events per racing season. **The purpose of this rule is to allow cars that may be of special interest to the vintage racing community, but not otherwise eligible, to participate in an RMVR event. It is not to provide an avenue for entrants to regularly run non-eligible cars in RMVR events.**

The procedure to request entry for an exhibition car follows:

1. The entrant must e-mail or send an Exhibition Car Entry Request (at [www.rmvr.com](http://www.rmvr.com)) to the race chairman including a photo of the car and reasons why the car is of special interest to the vintage racing community. **The chairman must receive the correspondence at least 3 weeks before the event.**
2. The race chairman, with the counsel of the assistant chief steward, will review the letter, and decide if the car is to be allowed. The chair will then contact the entrant and inform him of his decision. If the car has been selected, the chairman will send a signed copy of the application letter to the entrant. This letter is valid for entry in the event specified in the original application and is not transferable to other events. The entrant will then submit a Request for Entry to RMVR, entering the car in the Exhibition class with a copy of the approval letter attached.
3. The entrant must bring the original approval letter to the event. This letter will be presented to Tech in lieu of a regular log book.

Note: Exhibition cars do not receive an RMVR log book and thus are not considered "eligible" in subsequent RMVR events. Exhibition cars will be listed separately on event grid sheets, will be grouped and gridded as determined by the Assistant Chief Steward, and will be timed and scored separately.

**i. Guest Cars** - Cars with Log Books from other VMC member clubs may run with RMVR as guest cars for a maximum of 2 events per year if and only if it has Log Book evidence of having run 2 events with its home club during the previous 12 months. **The purpose of this rule is to welcome members of other VMC member clubs, not to provide**

**an avenue for RMVR members to run non-eligible cars in RMVR events.**

j. Any exceptions to these group designations are at the discretion of the Eligibility Team. We encourage members to check with the appropriate Eligibility Team Member prior to the purchase of a new car for racing in RMVR.

**k. Modern replicas will not be considered for RMVR eligibility.**

l. Cars meeting all the current rules and eligibility requirements will be issued a Log Book by the Eligibility Team. Some acceptable cars, but for requiring a few minor non-compliant items to be remedied, will be issued a different colored Provisional Log Book which will clearly note the items requiring fixing and an expiration date for the Provisional Log Book. The owner will have six races or one calendar year from the date of issuance of the Provisional Log Book, whichever comes first, to remedy the items upon which a regular Log Book will be issued. If all the items are not corrected, the car will no longer be eligible to run with RMVR.

2. Once eligible, a car remains eligible until:

a. Any misrepresentation of the authenticity of a car is discovered. (This may result in loss of RMVR Membership.)

**b. Ownership Changes: Eligibility and Car numbers do not transfer with the car when its ownership changes. The new owner must submit new eligibility forms and request numbers. The previous car number is available only at the discretion of eligibility.**

c. Additional Car Modifications without Eligibility approval. (Only modifications listed in the SCCA GCR, PCS, RMVR Handbook or RMVR Car Eligibility Rules are permitted. Documentation to support modifications may be required by eligibility. Check with them before making any changes.)

d. Car owner does not renew RMVR membership by March of the current year. (Car will be put in the inactive file and car number will be released for issue to other club member's cars).

e. Car has not participated in any RMVR event for a calendar year. The owner must inform the Eligibility Team of the status of the car, in writing, by January of the following year to maintain the car in the active files. If no notification is received, the car will be removed from

the club's active files and the assigned car number will be made available to other cars. To reactivate the car, the car owner must submit new eligibility forms, with current pictures. At that time, the old car number will be re-assigned, if available, or a new number will be issued.

f. Car is not maintained neat and clean in appearance. The intent is to present the cars in their original configuration, with approved equipment options and modifications used at time of manufacture and during the car's eligibility period. **A car may not appear in primer or with incomplete body work for any event.**

3. Protests and Scrutineering (See the [RMVR Ops Manual](#) for details of the Scrutineer procedures)

a. Protests - A written letter (with specific reference to disputed components) to the Scrutineer should be sent if a member feels that a car in the club is not prepared in conformance with RMVR Car Eligibility Rules and request the Eligibility Team to review the car's preparation. The Scrutineer will take appropriate action to resolve the situation (as detailed in the RMVR Ops Manual). All protest letters are kept confidential if requested by the sender.

b. Scrutineering - Should a compliance issue come to the attention of the Scrutineer from sources other than a written protest, the Scrutineer will seek input and consensus from the Eligibility Team before proceeding.

#### **Abbreviation Definitions**

SCCA	(Sports Car Club of America)
GCR	(General Competition Rules)
FIA	(Federation Internationale de l'Automobile)
PCS	(Production Car Specifications)
ACCUS	(Automobile Competition Committee for the Unites States, FIA, Inc.)

#### **GCR/PCS available from:**

SCCA  
P.O. Box 19400  
Topeka, KS 66619-0400

#### **FIA papers available from:**

ACCUS/FIA  
1500 Skokie Blvd., Suite 101  
Northbrook, IL 60062

## D. GENERAL SAFETY EQUIPMENT REQUIREMENTS:

### 1. SAFETY HARNESS

- a. All cars must have a five point system which consists of a three (3) inch lap belt, a two (2) inch strap over-the-shoulder "H" type of shoulder harness, and a anti-submarine strap, OR, A six-point system which consists of either a two (2) inch or three (3) inch seat belt, a two (2) inch over-the-shoulder "H" type harness, and two anti-submarine straps.
- b. All shoulder harness must be mounted behind the driver and no more then 40-degree angle from the horizontal (measured from the driver's shoulder).
- c. The minimum acceptable bolts used in the mounting of all belts or harness is SAE grade 5, 3/8" or larger in size.
- d. Safety harness must be dated stating the year and month of manufacture and are not allowed to be older then five (5) years old at the start of race season.

### 2. ROLLBARS

Rollbars are mandatory in all open cars, 1955 or newer. They are recommended in all cars that compete in races. (Touring cars excepted.) The top of the rollbar must be a minimum of TWO inches (2") above the top of the driver's helmet. The rollbar must be approved by the Chief Technical and Safety Inspector and must meet the following:

- a. Less then 1500 lb., tubing size; 1.50" dia x .120" wall thickness
- b. 1500 lbs. - 2500 lbs., tubing size: 1.75 dia x .120" wall thickness
- c. Over 2500 lbs., tubing size: 2.25" x .120 wall thickness
- d. The dimensions given above are for mild steel tubing. Specifications for alloy tubing can be found in SCCA's "General Competition Rules" book.
- e. Fore/aft bracing must be at an angle of 30 degrees or more from the mainhoop (measured from vertical).

f. One continuous length of tubing should be used for the main hoop member with smooth continuous bends and no evidence of crimping or wall failure.

g. The main hoop attaching point should not be less than 15" apart.

h. All bolts used in rollbar installations must be at least 3/8" diameter and of SAE Grade 5 or better.

i. All mounting plates must be at least 3/16" thick and of sufficient size to spread the load. Bolt-in bars must have back-up plates of the same dimensions as the mounting plates or better.

3. The recommended fire control is an onboard fire system using Halon 1301 or 1211 OR ACCEPTABLE SUBSTITUTE with a five (5) pound capacity (by weight) with a minimum of two (2) nozzle locations. The onboard fire system must be armed (safety pin or pins removed) any time the car is on the track or gridded preparing to enter the track. The club's minimum requirement will be hand-held chemical extinguishers of at least two (2) pounds and have a 10BC Fire Rating, securely mounted within a driver's reach.

4. All race cars must have a substantial fire wall between the engine and driver compartment. It must be free of holes and other openings.

5. Fluid catch tanks of at least 32 oz. capacities are required for cooling systems overflow and engine crank case breathers if normally vented to the atmosphere. Obvious leaks will not be permitted.

6. All loose objects, including hubcaps, must be removed from the car. Headlights must be taped.

7. All cars entered in racing events must pass a Tech/Safety inspection prior to being allowed on the race course. (A list of all safety requirements is included in entry forms.)

8. All drivers MUST wear a minimum of TWO layer (or one layer suit and underwear) driving suit of Nomex or similar fire retardant material. Leather or fire retardant shoes and Nomex racing gloves (leather palms are acceptable) are also required. A fire retardant hood is required if the driver has long hair and/or beard and strongly recommended for everyone. In addition, Nomex socks are required.

9. Arm restraints are required for all drivers. Window nets are an acceptable alternative in enclosed cars.

10. Effective 12/31/06, all drivers MUST wear a helmet bearing a Snell Foundation approval dated 2000 or later. The helmet shall carry the SA designation indicating that it is designed for automobile racing use. "M" (motor-cycle) designated helmets are not allowed.

11. Effective for the 2006 Season "Full faced" helmets with shields are required for drivers of open cars. Drivers of closed cars with full windshields may wear open or full faced helmets with shatterproof eye protection. Regular glasses or sunglasses are not adequate eye protection alone but may be worn under face shields in open cars and goggles or face shields in closed cars.

12. All cars entered in racing events, must have a minimum of two rearview mirrors.

13. All cars carrying a passenger (i.e. driving instructor) must be equipped with a properly installed passenger seat belt.

14. All wheel lug bolts must have a gripping area greater than the diameter of the lug.

#### E. RACE EVENT REGULATIONS:

Entrants, drivers, and participants at an event shall conduct themselves according to the highest standards of behavior and sportsmanship, particularly in relationship with other competitors and officials, and in a manner that shall not be prejudicial to the reputation of RMVR or to the sport of vintage racing. Failure to do so may result in a penalty.

##### 1. Regulations for Drivers:

a. All drivers must attend the drivers meeting and participate in practice prior to the day's races in which entered. Any exceptions to this MUST be approved by the Race Steward.

b. Each event will be controlled by an appointed Race Steward who will have the authority to decide protests, make exceptions, additions, or exclusions to the Supplementary Regulations for that event.

c. All protests involving questionable driving techniques will be brought to the attention of the Race Steward for possible disciplinary action.

d. Elimination or removal from an event for "cause" by the Race Steward will not require a refund of entry fees.

e. Any driver **CAUSING** damage to any car (including his own) on the track, or in the pits, or to public or private property, may be barred

from further participation in that, or any other RMVR racing event for up to THIRTEEN (13) months, pending the determination and review by the Chief Steward and his staff.

f. Any person operating a car in any way to create a dangerous situation may be immediately excluded from the event by the Race Steward. This includes entered and non-entered cars on the track, in the pits, or paddock and all matters relating to driving in practice, qualifying or racing. Further penalties may be assessed by the Chief Steward.

g. Any driver who fails to comply with a flag or hand signal from an official or corner worker may result in immediate disqualification.

h. A race car may have more than one driver at an event. All drivers must attend the drivers' meeting and pay the regular entry fee.

i. A driver may enter more than one car, and will be allowed a \$25.00 discount entry fee on all but the first entry. There will be a \$25.00 discount on the second entry fee for one driver running one car in two race groups. Two drivers in one car in one race group pay only one entry fee. Additional drivers at an "enduro" event shall pay \$50.00 each.

j. If a driver has incurred a 13 month suspension and has been granted a new competition permit and is involved in another serious incident, the driver will be subject to suspension for a period of up to five years, at the recommendation of the Chief Steward and with approval of the Board of Directors.

k. RMVR uses a transponder type (AMB) timing system. Any car/driver wishing to be timed MUST equip their racecar with a AMB transponder. Transponders are available for purchase or rent. If you choose not to install a transponder neither your lap times nor finishing order will be provided. Order form is located on page 70.

l. Passengers shall be allowed during practice sessions only and must be protected by the same safety equipment as the driver, including helmet, fire suit, roll bar with approved clearances and a modified seat with all safety equipment. Passengers do not need to be instructors nor licensed drivers. Passengers shall be sixteen (16) years of age or older. Passengers on "lunch break" touring shall have the following requirements: passengers must be twelve (12) years old and older, have eye protection and the car must be equipped with a lap seat belt.

## 2. Regulations for Cars:

a. All entered cars must display their assigned numbers where visible to officials and corner workers, with the exception of Touring Class. A minimum of ten (10) inch tall, high contrast, car numerals will be displayed on the front and sides of the vehicle. A minimum of six (6) inch tall, high contrast, letters showing the car's class will be displayed on each side of the vehicle.

b. All non-licensed drivers must display an "X" on the rear of their car at least six inches (6") high.

c. All entrants must have a Log Book issued by RMVR or another VMC club, or they must have a letter signed by the Event Chairman. All documents must have the required photos and be presented at tech inspection and drivers' school. The RMVR Log Book will be issued by the Eligibility Team. This rule does not apply to cars in the touring class.

d. At some RMVR events, a touring class may be added which will allow cars to tour the race track at a controlled speed. Passing is not permitted. All cars entered in this class are required to have a minimum of two inch (2") wide seat belts for the driver and passenger. The driver must have a valid state driver's license. Workers of the event may be given rides at the end of scheduled races, or as determined by the race chairperson of the event. Passengers must be at least 12 years old.

e. Cars must be painted. Primered cars and cars with incomplete body work will not be allowed to enter an event.

f. All advertising should be neat and in good taste, with a maximum single ad of twenty-four (24) square inches, and a total of forty-eight (48) square inches per car. Exceptions will be made for historic cars that carry their original logo or advertisement.

g. Cars known or suspected by officials to have sustained damage during an event MUST be reinspected by a tech inspector prior to further competition. This is also the case for cars that have given the "mechanical black flag", or are seen to have fluid leaks, loose body work, etc.

h. Race groups will be organized according to car class. Qualifying times alone cannot be used to separate groups. Engine displacement and car weight should be determining factors for grouping. Formula cars will not run with production cars. This includes practice sessions.

### 3. Other Race Event Regulations:

- a. All persons entering the "controlled area" of the race event MUST sign the Liability Waiver Form. Failure to do so will require those persons to leave the area immediately.
- b. Children of the participants are welcome in the "controlled area" of the race event, but once the event starts, they are not allowed on the track, hot pits or pre-grid. Each child must be listed on the waiver form by a parent or guardian.
- c. Pit crews must be identified to the Registrar by the entrant. Three crew members are allowed for each entrant. Any exceeding that number will be required to purchase an "extended Pit Crew Pass".
- d. No unauthorized bicycles, motorcycles, or ATV's are permitted to be ridden in the pits.
- e. All pets within the "controlled area" of the race event will either be confined or kept on a leash.
- f. No alcohol may be opened or consumed within the "controlled area" prior to the announcement by the Race Steward that the event is officially ended.
- g. For drivers' school only, non eligible automobiles may be permitted only at the discretion of the Chief Driving Instructor.
- h. During an event, the consumption of alcoholic beverages in the working paddock, pits or any other portion of the race course under control of the officials shall be expressly forbidden until all practice or racing activity is concluded for the day. Any driver, crew member or official who has consumed any alcoholic beverage on the day of an RMVR event shall not participate. Corner workers **are** officials in this context. A day begins at 12:01 a.m. In addition, the use of any narcotic or dangerous drug as defined by Federal and/or state laws by any driver, crew member, or official (corner workers included) immediately prior to, or during an RMVR event, is specifically prohibited.
- i. RMVR has adopted the 1997 SCCA sound abatement standards. In brief, the 1997 SCCA sound standard is a maximum of 105 decibels measured 50 feet from the track edge at a 90 degree angle. Testing is to be done in an area where cars are under full acceleration.

*Any exceptions to these rules should be brought to the attention of the Board of Directors. **These rules are not meant to create added expense or difficulty in***

*preparing you and your car to race. We feel it is better to make the rules before they are needed, than after an incident.*

## **APPENDIX**

Beginning with the 2002 racing season the following rule will apply:

### **PRODUCTION CAR FUEL CELLS**

All production racecars must be equipped with a safety fuel cell. A safety fuel cell is defined as a fuel resistant bladder enclosed in a metal housing. The bladder typically contains foam baffling to act as an explosion suppressant. Bladders used must meet or exceed the requirements of the FIA FT3-1999 specifications. See [www.fia.com](http://www.fia.com) for the complete specification and a list of approved manufacturers. Fuel cells installed prior to the adoption of this rule are grandfathered under the recommendation in the 1999 and earlier apex-handbooks. Cells covered by this exception must meet the specifications listed in the recommendation.

The metal housing surrounding the bladder must be made of at least 20 gauge steel, .059" thick aluminum or the original fuel tank. The housing must be rigidly attached to the car. Internal body panels may be modified to accommodate the installation of fuel cells as long as the modification serves no other purpose. The installation site must be selected so that there is a metal panel between the cell and the driver/passenger compartment to isolate the occupants from the cell and its contents.

NOTE: Fuel cell manufacturers' installation instructions must be carefully followed to insure that the full safety benefits of the cell are realized.

All openings in the cell such as vents, fuel lines and filler caps must be designed to prevent fuel from escaping should the car become partially or fully inverted. Cells with remote fillers must have a check valve inside the cell to prevent spillage in case the remote filler parts become separated from the cell. Fuel cell breathers must vent outside the car away from the driver/passenger compartment. These breathers must contain check valves or be routed to prevent fuel loss.

Filler necks and other attachments to the cell that are electrically isolated from the cell housing must be grounded to the vehicle.

Exposed rigid plastic cells are not allowed.

Capacity is free.

**EXCEPTIONS:** While it is highly recommended that a safety fuel cell be installed, production racecars with current street registration may participate in all events without such a cell provided that evidence of current registration is available. Vehicle street registration will be authenticated by the presence of valid installed license

plates and the corresponding Colorado registration/ownership tax receipt. Owners of out of state racecars must present equivalent documentation from the state where their cars are registered to participate under this exception.

Historic production racecars as defined by RMVR rules are also excepted from these safety fuel cell requirements.

Note: Drivers participating under these exceptions should take special care to insure that their fuel systems are in good condition i.e. gas caps fit tightly and fuel tanks are securely fastened to the vehicle.