

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 \$75.00 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.

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 must renew their RMVR membership and have a current competition medical on file..

2. Drivers must have raced in one RMVR race event in the previous race season. A driver may volunteer as a RMVR safety marshal for two full days in lieu of entering a race as a driver. Proof of volunteering must be presented to the Chief

Driving Instructor. This option is not available for consecutive years in a row.

3. Those drivers previously licensed who do not meet the renewal criteria in B.2.b.1-2 must apply to the Chief Driving Instructor and, at the discretion of the Chief Driving Instructor, the driver's Competition License may be renewed. Any driver that has not raced in over five years will be required to attend drivers' school.

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 & Classes

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 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 \(B & C Sedans\)](#)

Continuation Cars in these classes are allowed; these are the production cars and sedans whose continuous models are the same chassis design and are similar in appearance to earlier already eligible cars covered above but were produced after 1972. Continuation Cars that were made after 1972 will be prepared to the earlier GCR (General Competition Rules) and must faithfully follow the PCS (Production Car Specifications) and Competition Rules of the 1972 GCR.

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](#)

Continuation Cars in these classes are allowed; these are the production cars and sedans whose continuous models are the same chassis design and are similar in appearance to earlier already eligible cars covered above but were produced after 1981. Continuation Cars that were made after 1981 will be prepared to the 1981 GCR (General Competition Rules) and must faithfully follow the PCS (Production Car Specifications) and Competition Rules of the earlier GCR or GTCS (GT Category Specifications)

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. **GTU (Grand Touring Under 2.5 liters)**- Cars will be prepared to “RMVR Rules For GTU Class”. These RMVR rules are an adaptation of International Motor Sports Association (IMSA) GTU competition rules of 1976. For better integration and acceptance of the RMVR class, the original '76 IMSA rules incorporate some general RMVR specific requirements and also some SVRA rules changes used in their current GTU class.

[RMVR Rules for GTU Class](#)

Continuation Cars in these classes are allowed; these are the production cars and sedans whose continuous models are the same chassis design and are similar in appearance to earlier already eligible cars covered above but were produced after 1976. Continuation Cars that were made after 1976 will be prepared to the 1976 IMSA Competition Rules.

Note Regarding above Continuation Cars in all classes ('72 GCR, '81 GCR, & IMSA '76): Being very similar in design, appearance, and performance (e.g. engine displacement, brakes, induction, etc.) will be the criteria to qualify as a Continuation Car. Here are some examples:

- MGB, introduced 1962, currently allowed up to 1972, but continued in similar form until 1980 model year.
- Datsun 240Z, allowed to 1972, but also made in 1973.
- BMW 2002 produced 1968-1976
- Triumph TR6 produced 1969-1976
- Triumph Spitfire Mk IV produced 1970-1974
- Triumph GT6 Mk 3 produced 1970-1973
- Fiat 124 Spyder produced 1966-1985
- Camaro/Firebird second generation produced 1970-1981
- Corvette (C3) produced 1968-1982
- Mustang (Fox-body) produced 1979-1993
- Mazda RX7 (1st generation) produced 1978-1985

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 (including V-8 powered Formula cars, a.k.a. F-5000) cars will be prepared to the 1978 SCCA GCR (FA section).

RMVR exceptions: none

Continuation Cars in these classes are allowed; these are the formula cars and sports racers whose continuous models are the same chassis

design and are similar in appearance to cars covered above but were produced after the applicable eligibility date. Continuation cars must conform to the rules for the class for which it is accepted (e.g., a 1973 formula ford must be prepared to the 1972 GCR and RMVR Exceptions).

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. Contingency Cars – “Contingency” cars are defined as cars without an RMVR Log Book. “Contingency” is not an established RMVR class of cars, but for purposes of evaluating requests for race entry, cars with no RMVR Log Book are all considered to be “Contingency” cars.

The purpose of the “Contingency” section is to define how cars that are outside the normal RMVR racing community can be accepted to participate in RMVR races. “Contingency” cars can be invited or approved on an event-by-event basis. **This is not intended to provide an avenue for entrants to regularly race non-eligible cars in RMVR events.** Nor are such accepted cars entitled to an RMVR Log Book. Nor are such cars invited or approved for one event automatically invited or approved for subsequent events. All “Contingency” cars entered into an RMVR event will be required to pass an RMVR technical inspection prior to racing.

Several categories of “Contingency” cars exist as follows:

- 1. Exhibition Cars** – defined as racing cars which may be of special interest to the vintage racing community, but not normally eligible to participate in an RMVR race. Such cars must comply with all current RMVR safety requirements. Possible examples of acceptable Exhibition cars include vintage road-racing stock cars, vintage rally cars, and retired race cars which fall somewhat outside of the normal RMVR eligibility years of manufacture. At the discretion of and by invitation the Event Chair can invite an individual “Exhibition” car to participate in an RMVR event to run in one of the existing weekend run groups.
- 2. Guest Cars** – defined as racing cars entered by members of other VMC organizations with current Log Books from other VMC organization. Such Guest Cars must comply with RMVR’s safety and eligibility year requirements. VMC cars with current VMC Log Books that are outside

RMVR's years of eligibility will be considered "Exhibition" cars and will be subject to the "Exhibition" requirement in section 1 above. **The purpose of this rule is to welcome members of other VMC member organizations, not to provide an avenue for entrants to regularly run otherwise non-eligible cars in RMVR events.**

3. **Student Cars Waiver** – RMVR **Competition** Drivers School students may be granted a waiver to participate in the Driver's School with non-RMVR eligible race cars. The race car must meet all required RMVR safety rules, with the exception that a 1981 or newer car with the OEM fuel tank will be granted an exception to the fuel cell requirement. This waiver will extend up to three (3) additional race weekends to allow the student to complete the Competition License requirements. The extension will be valid for the next two (2) racing seasons after the student took the school, after which, if unused, the waiver will expire. Once the student is signed off as "OK to License" in his/her Provisional License Book, the Student Car Waiver will expire.

The event management process for cars without an RMVR Log Book is:

At the discretion of and by invitation the Event Chair can invite an individual "Contingency" car to participate in an RMVR event to run in one of the existing weekend run groups. The Contingency car must fit one of the criteria defined in sections 1, 2, or 3 above. Also, the Event Chair may, **with Board approval**, invite an entire special "Exhibition" run group. These invited cars may run as prepared per their club of origin and must have a current Log Book from the club of origin saying they meet their club's preparation and safety standards. Club of origin must be a known sanctioning body such as, but not limited to, SCCA, NASA, PCA, BMWCCA, and documentation of safety preparation must be available for review. This group must consist of no fewer than 10 car entries registered fourteen days prior to the event. Groups with fewer than 10 cars registered 14 days prior to the event will be canceled and all entrants will be notified of the cancellation.

All "Contingency" cars entered into an RMVR event will be reviewed upon entry. They will be subject to prompt cancellation if they are a) do not comply with RMVR's safety requirements, or b) are believed to be cars simply circumventing RMVR car eligibility rules (intentional or otherwise). If denied, the entrant will be informed promptly after entering the car. No event fees, regular or late fees, will be charged to the entrant.

i. Any exceptions to these group designations are at the discretion of the Board of Directors. We encourage members to check with [the appropriate Eligibility Team Member](#) prior to the purchase of a new car for racing in RMVR.

j. Replica Cars - Accepting cars into this class is to provide exposure to “quality replicas” of historically significant race cars which have become so rare and expensive that they are not likely to be entered into our events. Examples are, but not be limited to, Shelby Daytona Coupe, Cobras, Ford GT40s, Lola T70, Jaguar C & D Type, Porsche 550 Spyder, etc. Because of vast differences in level of detail, authenticity, craftsmanship and appearance, consideration will be on a car-by-car basis. The final decision on a car will be by a majority vote of the entire Eligibility Team. Approval of one car will not automatically create precedent for a 'similar' car. To help define the obvious subjective nature of “quality,” these guidelines will apply to the decision making process:

- Replica cars should represent rare, iconic, and historically significant race cars.
- Replica cars should be a close approximation of the original and prepared to a high level of fabrication and appearance.
- Replica cars should be prepared as closely as possible to the rules in effect at the time the originals were being campaigned.
- Replica cars must have similar chassis construction as originals. i.e. body on frame, or tube frame, or monocoque. Tube frames can be round or square regardless of the original car, aluminum sheet/plate on tubular space-frame construction is acceptable replacement for full sheet aluminum monocoque originals.
- Simple replacement “looks like” bodies on a more modern production car chassis will not be approved.
- Replica cars must have period-similar drivetrain including engine, ignition, induction, transmission and drive axle. For example, a replica of a Shelby Daytona Coupe or 289 Cobra may use a carbureted Ford 302 with a 4-speed transmission and modern equivalent differential. Whereas a 5-6 speed Tremec transmission, a Ford 351 having electronic fuel injection and/or distributor-less ignition are not acceptable technologies.
- Rear suspensions must be similar to the original, e.g. IRS is not acceptable on a car that originally had a live axle.
- Replica cars can use coil-over suspensions and rack and pinion steering in place of original design.

- Replica cars must have period-similar brake systems, e.g., if dual piston calipers on 10” rotors was in the original car, big 4 or 6 piston calipers on 15” rotors would not be acceptable.
- Replica cars must conform to current RMVR tire and wheel requirements for the group they are assigned to run with.
- Fiber glass or aluminum bodied replica cars are acceptable if original was aluminum.
- Carbon fiber bodies are not acceptable unless the original used that material.
- Replica cars in period-similar livery are preferred, (e.g., Gulf GT40).
- Replica car livery can display a class appropriate to the cars as they ran “in the day” but for RMVR Logbook class designation and for Entry List and Race Results they will be classified as “Replica.”
- Replica cars must conform to current RMVR safety standards.

k. 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 United States, FIA, Inc.)

GCR/PCS available from:	FIA papers available from:
SCCA	ACCUS/FIA
P.O. Box 19400	1500 Skokie Blvd., Suite 101
Topeka, KS 66619-0400	Northbrook, IL 60062
1-800-770-2055	847-272-0090

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 carry manufacturers label indicating either expiration date, or year and month of manufacture. If only an expiration date is labeled, the harness is valid for use through the end of the racing season of the expiration year. If manufacture date is indicated, harness is valid for use through the end of the racing season 5 years after manufacture.

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 11/1/16, all drivers MUST wear a helmet bearing a Snell Foundation approval dated no later than ten years after the helmet's Snell rating. 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 2020 Season.

a. Eye protection requirements for open top cars are full face helmet with face shield, no other eye protection required.

b. Eye protection requirements for drivers of closed top cars with full windshield are; open face or full face helmets with shatterproof eye protection. (ie face shield, eyeglasses, sunglasses, goggles)

c. Eye protection requirements from other clubs:

HVR; Drivers of open cars shall wear goggles or face shield preferably made of new impact resistant material.

VRG; A full face shield is required in open cars. Goggles or a face shield are highly recommended in closed cars. Eyeglasses, if worn, should have safety glass lenses.

SVRA; It is required that all drivers wear an automobile rated racing helmet of SA2010 or SA2015 or the equivalent FIA specification 8860-2010. "M" rated motorcycle helmets are not allowed. All drivers must wear adequate eye protection.

PVGP; Closed face helmets with shields are recommended. Open face helmets require use of goggles or face shields, preferably made of impact resistant materials, if used in open cars. Glasses are not sufficient.

VSRDA; Drivers of open cars must wear goggles or full faced shields. It is highly recommended that everyone wear a full-face shield.

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.

15. FUEL CELLS

a. PRODUCTION CARS

Production race cars must be equipped with fuel cells; production cars that are designated as RMVR Historic racecars shall be exempt from this requirement, but it is strongly recommended that these cars be equipped with fuel cells. A fuel cell for production cars is defined by RMVR to have the following features:

- A fuel bladder containing fuel resistant foam
- A metal housing made of at least 20 gauge steel, 0.059" thick aluminum or the original fuel tank enclosing the fuel bladder
- Breather vent(s) equipped with a check valve(s) to prevent fuel spillage in the event the car is overturned
- A fuel filler cap design that cannot loosen under racing conditions.

Fuel cells (at least the bladder, foam and check valves) must be produced by established manufacturers (e.g., Marston, ATL or Fuel Safe) and must have met the applicable standards at the time of manufacture. Fuel cell capacity is free.

The fuel cell must be securely 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 sealed metal panel (firewall) between the fuel cell and the driver/passenger compartment. Fuel cell breathers must vent outside the car away from the driver/passenger compartment. When an external breather vent check valve is used, it must be designed and manufactured for the express purpose of preventing gasoline spills if the car is overturned (e.g., Fuel Safe #RV38, Pegasus #3216). If a remote filler neck is used, a check valve must be installed inside the fuel cell to prevent fuel spillage if the filler cap separates from the fuel cell. Remote filler necks that are electrically isolated from the fuel cell and the metal housing itself must be grounded to the vehicle. The fuel cell manufacturer's installation instructions must be carefully followed to ensure that the full safety benefits of the fuel cell are realized.

b. FORMULA CARS AND SPORTS RACERS

All formula cars and sports racers must be equipped with a fuel cell. There are no exemptions to this requirement. A fuel cell for formula cars and sports racers is defined by RMVR to have the following features:

- A fuel bladder containing fuel resistant foam.
- The bladder must be protected from intrusion by metal panels made of minimum 20 gauge steel or 0.059" thick aluminum. The metal protection may be open on the top surface if the driver's seat is a rigid piece which covers the entire top surface of the bladder.
- Breather vent(s) equipped with a check valve(s) to prevent fuel spillage in the event the car is overturned
- A fuel filler cap design that cannot loosen under racing conditions.

Fuel cells (at least the bladder, foam and check valves) must be produced by established manufacturers (e.g., Marston, ATL or Fuel Safe) and must have met the applicable standards at the time of manufacture. Fuel cell capacity is free.

The fuel cell/bladder must be secured in the car so as to prevent movement in the event of accident, rollover, etc. Fuel cell breathers must vent outside the driver/passenger compartment. When an external breather vent check valve is used, it must be designed and manufactured for the express purpose of preventing gasoline spills if the car is overturned (e.g., Fuel Safe #RV38, Pegasus #3216). Metallic filler necks must be grounded to the vehicle. The fuel cell manufacturer's installation instructions must be carefully followed to ensure that the full safety benefits of the fuel cell are realized.

15. HEAD & NECK RESTRAINTS

Head and Neck Restraint Systems are **strongly recommended**. If used, they should that meet SFI 38.1 or FIA 8858-2002 or 8858-2010.1 specifications. They should be properly installed according to the manufacturer's instructions.

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, another VMC club, or a recognized racing organization. Precision cars running in a Precision run group do not require Log Books, but must pass tech inspection. All documents must have the required photos and be presented at tech for inspection. The RMVR Log Book will be issued by the Eligibility Team. This rule does not apply to cars in the touring or Precision run groups.

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.***