

2008 HEACOCK CLASSIC GOLD CUP HISTORIC RACES

ENTRANT INFORMATION

I. INTENT

It is appropriate to remember that this event exists to encourage the preservation and use of vintage sports cars in as close to their original state as possible. Vintage racing is an amateur sport where the pleasure of taking part **must exceed the desire to win at all costs**. Competitors not able to abide by this premise may not be accepted for entry or may be excused from the event at any time at the discretion of the Competition Chairman or the Chief Steward. The 13/13 rule is strictly enforced.

II. DRIVER ELIGIBILITY

Drivers must hold a competition license issued by their club (VSCCA, VDCA, VSCDA, SVRA, CSRG, HMSA, SOVREN, SCCA, and SCCA Vintage) or a VMC license. A copy must be submitted with the application for entry.

III. CAR ELIGIBILITY

Racecars and production-based sports cars in the following categories are eligible:

Modified (Sports Racing) (through 1974)
Production-based Sports Cars (through 1974)
FIA, SCCA Sedan and Trans Am® (through 1974)
Sports Racing, Prototype, Can-Am (through 1975)
Monoposto Formula Classic (Formula Junior, F3, FB, FC, FVee and Formula Ford (including Club Fords through 1981)
Sports 2000 through 1987
Historic Stock Cars (through 2002)
Historic Trans-Am and Sedans through 1997

The basic rule is that most VSCCA, CSRG, SOVREN, HMSA, VARAC, SVRA, VDCA or Monoposto Formula Classic racing cars are welcome to participate in the Gold Cup Historic Races. All entries are subject to review for eligibility by the Competition Chairman. Monoposto Racing's Formula Classic rules will govern formula car eligibility. Non-conforming cars which have been allowed entry in the past may not be accepted.

IV. VEHICLE PREPARATION

- A) **BODY:** No modifications from original, such as contemporary flares, spoilers or air dams are permitted. Historically significant markings are encouraged. The body may not show signs of rust, primer and shall not show signs of recent accident damage.
- B) **WHEELS:** Original wheel widths may be increased by 1 1/2" from the SCCA PCS closest to the year of manufacture on Production cars. Diameter must be as homologated.
- C) **TIRES:** Pre-'62 (Groups B and C) cars should use tires of at least 70 series aspect ratio. Post-'62 (Groups A and B) cars should use 60 series aspect ratio. Post-'68 (Groups A and F) cars may use 50 series aspect ratio. All tires must have at least 2/32" tread depth across the face of the tire at all times. Goodyear GS-CS and Hoosier Radials are not permitted in any group. Racing slicks are permitted on late sports racing and Can-Am cars only. Monoposto cars must meet Monoposto Formula Classic tire requirements. Please direct questions to the Competition Chairman.
- D) **ENGINE:** The Entrant must with certainty disclose the correct engine displacement. Engine displacement must be homologated for the car, for example, Austin-Healey "Bugeye" Sprites **MUST** be equipped with 948cc. Production-based cars should have carburetors of the original make, size and number as supplied by the manufacturer. Ignition trigger must be internal of the ignition distributor.
- E) **SUSPENSION:** No excessive wear or play is permitted. The systems of suspension (spring type and number, shock type) must not be altered from original. The suspension pickup points should not have been altered.
- F) **BRAKES:** Braking system must be as in the year of manufacture for the vehicle model. Brakes must be original size as raced. A dual master cylinder brake system is highly recommended.

G) GENERAL: 1) Catch cans for the engine and radiator are mandatory. Antifreeze will NOT be allowed. All oil drain plugs MUST be safety wired closed. Mufflers are not required. 2) All cars, except Formula cars, must have at least one brake light. Formula cars must have a working rain light. 3) All cars must have at least two mirrors fitted. 4) All body components must be securely fastened. 5) Batteries must be securely mounted with a metal hold-down. Those located in the cockpit must be covered or have leak proof caps. The positive terminal must be covered. 6) Numbers must be legible to timing and scoring. Numbers will be assigned on a first-come, first-served basis. Correct numbers MUST be on the car before it enters the circuit the first time. AMB transponders are required

V. SAFETY REQUIREMENTS

A) ROLL BARS: All competition cars shall have a roll bar higher than the driver, with helmet, sitting in a normal position, except for Monoposto Formula Classic cars, which are exempt from the height requirement. All roll bars must be braced in a forward or rearward direction. The Chief of Tech may disallow a roll bar as unfit for competition. Any roll bar structure near the driver's helmet must be padded. Exceptions may be made for those cars whose home clubs allow no roll bar on pre-1959 cars in Vintage Production (Group C) and Vintage Sports Racing (Group D).

B) SEAT BELTS: All competition cars shall be equipped with a five-point driver restraint system. It is recommended that these systems not be more than five years old. Exceptions may be made for vintage production and sports racing cars running in Group C and Group D.

C) FIRE EXTINGUISHERS: All cars will be equipped with a dry chemical fire extinguisher of at least 2 - pound capacity securely mounted in the cockpit within driver reach. A fire system is highly recommended.

D) CUTOFF SWITCHES: An electrical cutoff switch is required. The switch shall be easily accessible and shall be clearly marked on the outside of the car. The switch must isolate the battery and charging system from the car.

E) FUEL CELLS are highly recommended for all cars.

F) CARBURETORS: There must be two throttle return springs external to the carburetor.

G) FUEL FILLER CAPS: Monza-type caps must be wired shut.

VI. DRIVER EQUIPMENT

A) HELMETS: Helmets must have a SA Snell sticker of 2000 or later. Full-face helmets are required for open cockpit cars and recommended for all others. All drivers shall wear adequate eye protection.

B) SUITS: All drivers must wear two layers of fire resistant material. All drivers must wear gloves, shoes and socks of fire resistant material. Drivers with facial hair or exposed hair must wear fire resistant hoods.

C) ARM RESTRAINTS: Arm restraints are highly recommended. Closed cars may use a window net or arm restraint.

VII. ROOKIES

Drivers who are not known to the Competition Chair must affix two contrasting "rookie" stripes to the rear of their car.

VIII. TECHNICAL INSPECTION

Tech will be done at the Tech Shed. Please have your safety gear and the driver or a crewmember available. The Chief of Tech may reject any entry. Your car must be presented with the tires, brakes and carburetors as designated in the entry form. Any car suffering damage must be presented to Tech upon its return to the paddock.

IX. VEHICLE CLASSIFICATION

Each car will practice and race in the class and group in which it has been entered. The organizers reserve the right to determine which class a car belongs to, which group a car fits in and to accept entries for cars that do not fit the published rules. No entrant may enter the same car in two different groups or two different cars in the same group.

X. CONDUCT

Individual conduct on and off the track is expected to be of the highest standard and reflect a positive image of the sport. On-track behavior judged to be overly aggressive, dangerous, or not in the **spirit** of the sport will result in exclusion from this event and suspension from next year's event. A spin or off-course excursion in practice will result in the driver being black-flagged for a discussion with the Stewards. A car involved in a crash, or having

contact with another sufficient to produce body, frame or suspension damage may be excluded from the event.

XI. TIMING AND SCORING

Automated timing and scoring services will be utilized during the Gold Cup weekend. If you do not own an AMB transponder, you may rent one from VIR for \$50 for the weekend. Rental reservation should be indicated on your entry form.

XII. AWARDS

VIR will recognize the top three places overall in Winner's Circle after each race group. A Gold Cup Spirit Award for each race group, which will recognize outstanding vintage spirit and presentation, will be presented at the Drivers' Meeting on Sunday.

XIII. TENTS, CAMPING, PETS

Tents in the paddock will be permitted if erected by you and your crew. Tents rented from an outside company must be cleared through VIR. Contact Christa Allen at (434) 822-7700, ext. 116. Camping in the paddock is permitted for participants and workers only at a charge of \$35 for the weekend; camping will start on Wednesday evening, June 8. Participants requiring power will be charged \$20. Pets must be leashed at all times; owners must clean up after pets.

XIV. INTERNET

To improve the speed of communications and to reduce our mailing costs, we will use the Internet. The entry package will be on the Internet at www.virclub.com. If you indicate an e-mail address on your entry form, confirmation may be sent electronically. We will make every effort to mail confirmations at our convenience. The race results will be posted on the Internet as soon as possible after the completion of the event.

XV. CONTACT INFORMATION

For general questions on schedules and entry info, please contact:

Christa Walker, VIR, 1245 Pine Tree Road, Alton, VA 24520 Phone (434) 822-7700, ext 116 FAX (434) 822-8033 E-mail: callen@virclub.com

XVII. TENTATIVE Groups with TYPICAL CARS

A. Historic Production, Medium Bore (60 series tires)

1. <1300cc: Spitfire 1296, Mini Cooper 1275, Sprite 1275
2. 1300-1600cc: Lotus Super 7, Ginetta G-4, Morgan +4
3. 1600-1800cc: Fiat 124, MGB, 914/4, 356
4. 1600-2500cc: B Sedan: 510, GTV, 2002, Pinto, Vitesse
5. 2000-2200cc: TR-4, Morgan 4/4, Morgan Super Sport,
6. 2200-4000cc: TR-250, TR-6, Aston DB-4, A-H 3000

B. Historic Production, Small Bore (60 series tires), Vintage Production, (70 series tires) Medium Bore

1. <1100cc: Spitfire 1147, Mini Cooper 1098, Sprite 1098, Honda S-800, H Mod <850cc
2. <1300cc: Alfa GTA Jr., Lotus 7 S1 Climax, Sprite 1275, less quick
3. <1600cc: Alfa Giulia, Elva Courier, 356 (drum brakes), MGA, quicker
4. <2700cc: 100-4, 100-6, TR-2, TR-3, TR-4, less quick
5. <3700cc: XK-120, XK-140, DB-4, 250 GT

C. Vintage Production, Small Bore

1. Thru '54: Siata, Bandini, older H-Mod
2. Thru '54: MG T-Series
3. Thru '62 <1000cc: Turner 950, Fiat-Abarth 1000, Bugeye, less quick
4. Thru '67 <1000cc: Fiat 850, Imp
5. '54-'62: Alfa Giulietta Sprint, Spider, MGA, less quick
6. Thru '59: Formula Junior, front engine, <1100cc, Monoposto Formula V's

D. Vintage Sports Racing and Modified (Dunlop L or equivalent)

1. G Modified: <1100cc, Lola, Lotus, Elva
2. F Modified: <1300cc, Lola, Lotus, Elva, Devin
3. E Modified: <1500cc, Lotus 11, 15, 17 (FWB), Lola Mk I (FWB)
4. D Modified: RSK, Mondial, 200SI
5. C Modified: Lister-Jag/Chevy, D-Type, 250 TR, XP-5, Echidna
6. Grand Touring: 250 SWB, 250 GTO, DB-4GT

E. Formula Junior (mid-engine), Formula B, Formula Ford (MR tires)

1. Formula Junior, through 1961, <1100cc
2. F Junior, '61-'64, FC on Jr. tires
3. F Ford < '73, 1600cc
4. FB
5. FIA Formula 2 (treaded tires)

6. 6. Club Formula Ford through 1981

F. Historic Production, Big Bore, Trans-Am®, IMSA

1. 1. Vintage B Prod: <'62 Corvette, Tiger, MGB/GT-V8, TR-8
2. 2. Historic C Production: 911 (2-liter), 914/6 (2-liter), TR-6, 240Z, MGC, A-H 3000
3. 3. Historic B Production: GT-350, SB Corvette, E-Type
4. 4. Historic A Production: BB Corvette, Mustang
5. 5. A Sedan, Trans-Am: Camaro, Mustang
6. 6. Porsche 911 to 1974, IMSA, 2.2-3.0L

G. Historic Sports Racing (Avon All-Weather pattern or slicks)

1. SR, pre '65, treaded tires, <1600cc, Lotus 23, Elva Mk VII, Porsche 904
2. SR, pre '65, treaded tires, >1600cc, Genie, Lotus 19
3. SR, '66-'74, treaded tires, 906, Merlyn, T-70, GT-40, 512S, 512M
4. SR, '69-'74, <2000cc, slicks, Chevron B-19, Lola T-210, T-212
5. Can-Am, slicks
6. Sport 2000 '87 and earlier.

H. Stock Cars and Sedans (will be split if sufficient interest)

1. Stock Cars prepared to NASCAR specifications through 2002
2. Sports Cars and Sedans (i.e, IMSA GTO and GTU), 1985-1997
3. Trans-Am and GT1 through 1997
4. Historic IMSA from 1974-1984

XVIII. TENTATIVE SCHEDULE

Each group will receive two sessions per day. Registration will start at 6:00 pm on Wednesday, June 4;
Tech on Thursday

Thursday, June 5 is a Test Day \$225/car, VIR Club Members \$150/car – pre-registration is required.

Friday evening is the Black and White party at the Plantation Clubhouse.