

The Velocity Invitational was organized to promote and sanction Vintage and Historic races for the fans and the caretakers of motorsports history. The overall premise is to maintain the originality of the cars as closely as is humanly possible. At the same time keeping safety at the forefront, modifications will be and are necessary to compete. The spirit, history, and intent of the original constructor will always take precedence.

We have reviewed other vintage and historic organizations rules and regulations. In the interest of consistency in rules and to maintain cost containment in your racing budget, the following rules are readily accepted by most organizations in the US.

Velocity Invitational Policy:

It is our policy for cars to be restored to and/or maintained in the configuration as they raced in the year of manufacture, or the period in its history in which it raced. Structural and non-performance safety modifications are permitted and encouraged as long as the modifications do not alter the visual appearance and intent of the original manufacture or original period specifications. Current FIA and SCCA safety standards apply. Modifications that increase performance or handling to later or contemporary standards are not permitted.

Vehicle Eligibility/Race Groups

GROUP 1

1924 - 1939 Pre-War Sports Racing Cars

GROUP 2

1948 - 1957 Sports & Sports Racing Cars

GROUP 3

1957 - 1961 Sports Racing Cars

GROUP 4A

1957 - 1965 GT Cars over 2.5L

GROUP 4B

1957 - 1965 GT Cars under 2.5L

GROUP 5

1962 - 1972 FIA Prototypes & SCCA Sports Racing

GROUP 6

1966 - 1980 Historic Formula One

GROUP 7

1966 - 1977 IMSA GT, FIA Grp. 4

GROUP 8

1982 to 1990 IMSA GTP & GTP/L, FIA Group C & C2

GROUP 9

1966 - 1972 Historic Trans-Am Cars

EXHIBITION RACE

1907 - 1920 Pre War "Ragtime Racers"

ENDURO RACE

1960s Mini vs. Mustang Challenge

Driver Safety Requirements

1. Helmets must meet Snell SA2010 or later requirements. Motorcycle helmets (MA) are not permitted. Full face helmets are recommended in all open wheel formulas. If you choose to wear an open face helmet, safety approved goggles or visors are mandatory. Balaclavas are mandatory while wearing an open faced helmet or for drivers with facial hair and are highly recommended for all others.

2. Driving suits will be of one piece design, made from fire resistant material (Nomex, PBI, Kynol, etc.) Suit and underwear combination of three (3) layers is mandatory. All suits will be clean and devoid of any visible flaws.

3. Socks made of Nomex are mandatory.

4. Racing shoes or boots, at least ankle high, constructed of leather or Nomex, are required.

5. Approved Nomex or leather racing gloves are required.

6. A FIA/SFI rated Head and Neck Restraint system (HANS device or similar) is not required but is highly recommended. If a Head and Neck Restraint system is used, it must be installed, worn and maintained properly and per the manufacturer's and FIA/SFI specifications.

Race Car Safety Equipment:

1. Roll Bar – Roll bars are highly recommended. If installed, the main roll bar hoop must be higher than the driver's head. Properly fabricated extensions are allowed. The roll bar/roll cage is the entrant and driver's responsibility and we will follow SCCA or FIA standards and specifications. The roll cage may not attach to the suspension pick-up points on Vintage or Historic production cars.

2. Fuel Cells – An FT-3 approved fuel cell is recommended. If installed the fuel cell must have a soft rubber bladder and with foam inside. The bladder must be inside a properly and securely mounted inside a metal container. Fuel cells must be replaced or re-certified at 10 years of age. Annual inspection is highly recommended. Fuel cells that cannot be age verified must be replaced. All fuel cells must have a 1 way check valve and the caps need to be secured. Quick release caps must be wired shut.

3. Seat Belts – Minimum of a 5-point, FIA approved, racing type seat belt 2 or 3 in. lap belt and shoulder harness of 3 in. width, with submarine strap, is required. A 2" into 3" Hans specific shoulder strap is also approved with the use of a Hans device. The date of manufacture will not exceed 5 years. Lack of a date of manufacture tag on belts mandates replacement. Any tears or frayed belts will cause omission from an event until replaced.

4. External Cut-off Switch - This switch must cut off electrical power to the engine's ignition system and all fuel pumps. This switch shall be

clearly marked and visible.

5. Fire Extinguisher – A minimum of a 2.5-pound BC approved fire extinguisher is required. All IMSA, FIA, CAN-AM and INDY type cars will have a system equivalent or better than specified by the original sanctioning body. All extinguishers must be securely mounted. Activation of systems must be within reach of the driver. External activation must be clearly marked and should be located close to the external kill switch.

6. Firewalls - There must be a metal firewall between the cockpit, engine, and fuel tank.

7. Brake Lights - All cars, except formula, must have a working brake light and rain light. Formula cars must have a rain light.

8. Catch Cans - All fluid vent lines must be routed to a catch tank of at least 2 quart capacity with the tank itself vented to the rear of the vehicle past the rear wheels. No leakage of any type is to be permitted.

9. All cars must have a side view mirror on both sides of the car. A rear view mirror is highly recommended on all enclosed cars.

10. All cars competing will be presented in a proper, finished condition, to a high standard, both cosmetically and mechanically. Car numbers must be visible on the front and both sides of the car. Numbers must be of a design and contrast to be legible to officials from either side of the track.

11. Window Nets – If a window net is fitted, it must be used.

12. All cars, other than formula, must have visibly marked and functional tow hooks for easily accessible towing.

Racing Fuel:

No oxygen enriched fuel or "exotic fuels".

Chassis & Suspension:

Cars must use the same type of suspension as originally manufactured. Type and number

of springs and shocks must be as original except tube-type shocks may be substituted for lever-type shocks. Remote reservoir shocks are prohibited unless originally supplied by the constructor. Manually adjustable gas shocks are permitted. The suspension pick up points must be in the original locations.

Engine:

The engine must be of the same type and material as originally provided in the year of manufacture. Period type engine modifications are permitted. Valve trains are to be as originally installed. Roller rockers, roller lifters, aftermarket heads, modified gearboxes and modified intake manifolds are not allowed if not original to the car in period.

Wheels:

Cars must run on wheels of the same type, size and offset as original. There is an allowance of 0.5 inches in width over stock. Offset and diameter to remain as original.

Coolant:

Coolant is not allowed. Cars are to run water. Water wetter or other similar products is allowed.

Body:

All enclosed wheel cars will have the tires within the outer most portion of the wheel arch. Body modifications from original or as originally raced are not permitted. Specifically: flares, spoilers, and air dams are not acceptable unless originally fitted and raced in year of manufacture or the year the car represents.

Throttle Return Springs:

All cars are required to have 2 throttle return springs in addition to the springs in the original linkage.

Competition License:

Participants must hold a valid racing license from a VMC (Vintage Motorsports Council) organization or an FIA racing license. Participants can also not be under suspension from the VMC for any offense, on track or off. The Organizers review the VMC Infractions list every month when it is distributed.

Code of conduct:

Safety is number one. All participants must compete in a safe and courteous manner with respect to their fellow competitors, officials, and volunteers at all times. Unsafe or reckless driving will not be tolerated. The Chief Steward or Competition Director will address any infractions and the results, from probation to suspension, will be instituted. All decisions are final. All disciplinary action will be reported to the Vintage Motorsports Council.

Tire Rules**Group 1 | 1924 - 1939 Pre-War Sports Racing Cars**

Bias-Ply, Molded-tread Vintage racing tires

Group 2 | 1948 - 1957 Sports & Sports Racing Cars

Bias-Ply, Molded-tread Vintage racing tires (Dunlop R-5 and R-6)

Group 3 | 1957 - 1961 Sports Racing Cars

Bias-Ply, Molded-tread Vintage racing tires (Dunlop R-6 and R-7)

Group 4A | 1957 - 1965 GT Cars over 2.5 L

Bias-Ply, Molded-tread Vintage racing tires (Goodyear, Dunlop R-6 and R-7, Hoosier)

Group 4B | 1957 - 1965 GT Cars under 2.5 L

Bias-Ply, Molded-tread Vintage racing tires (Goodyear, Dunlop R-6 and R-7, Hoosier)

Group 5 | 1962 - 1972 FIA Prototypes & SCCA Sports Racing

1. Sports racing cars through 1971 must use a molded-tread bias-ply racing tire; or Avon, Goodyear or Dunlop tire hand grooved to an approved tread pattern (Avon all-weather, Goodyear G-12, Dunlop CR-65 and CR-82).

2. Sports racing cars after 1971 may use Slicks.

Group 6 | 1966 - 1980 Historic Formula One

Avon A-11

Group 7 | 1966 - 1977 IMSA GT, FIA Grp. 4

May run Slicks or racing radials with the following wheel size restrictions.

1. IMSA GTU 16" X 12" maximum wheel size

2. IMSA GTO 16" X 14" maximum wheel size

Group 8 | 1982 - 1990 IMSA GTP & GTP/L, Group C

Slicks

Group 9 | 1966 - 1972 Historic Trans-Am Cars

Goodyear Blue Streak: 600 series front, 700 series rear

Enduro Race: "1960s Mini vs. Mustang Challenge"

Mustangs - Goodyear Blue Streak: 600 series front, 700 series rear

Mini - Tires are free

Special Exhibition Group: "1907 - 1920 Pre War Ragtime Racers"

Bias-Ply, Molded-tread tires suitable for racing

Mini Vs Mustang Enduro Race Guidelines

Please see our full supplemental regulations for this group. *This group is now full.*

- Lighting: Must have either working headlights and/or auxiliary driving lights, LED light bars not acceptable, should be somewhat period correct.

Mini Cooper Guidelines

The following are guidelines only and if not covered please send questions to DonRacine177@gmail.com

- Body: Any Vintage Race legal Mini, No tube frame cars
- Engine: Free but limited to BMC engines, must be front engine FWD
- Cylinder Head: Free but no Cross Flow Heads
- Rocker Assemblies: Free
- Transmissions: Free
- Carburation: Free quantity and size, Normally aspirated, NO Fuel injections
- Wheels/Tires- Limited to 10" diameter, Tires: free

Mustang Guidelines

Should be set up as close to FIA Appendix K/ SCCA B Production rules as possible

Tires: 15" Goodyear Blue Streak, 600 Front 700 Rear

Lighting: Must have either working headlights and/or auxiliary driving lights, LED light bars not acceptable, should be somewhat period correct.

Modified: 10/7/2021