

NASA Vintage Series
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1. Introduction

The NASA Vintage Series was created to meet the needs of vintage racers looking for a series specifically tailored to accommodate the current state of the sport for vintage racing with an emphasis on fair and friendly competition.

2. Intent

The primary objective of the NASA Vintage Series is to promote the preservation of vintage sports cars in a racing format which emphasizes both 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 race cars will diminish the danger and enhance our appreciation of the sport. NASA Vintage Series groups will be run separate from regular NASA competition groups in order to ensure the NASA Vintage Series intent and rules are honored.

3. Sanctioning Body

The NASA Vintage Series will be sanctioned by the National Auto Sport Association (NASA). All race events will be governed by the rules set forth in NASA's current Club Codes and Regulations (NASA CCR) and any supplemental rules found in this rule set. As the NASA Vintage Series is a unique series in NASA, vehicle preparation standards may be slightly different than what is found in other NASA racing series.

4. Driver Safety and Licensing

4.1 Licensing

All drivers must be NASA members in good standing and possess a valid NASA competition license.

4.2 Drivers Clothing and Personal Safety Gear

4.2.1 Driving Suit.

Drivers must wear suits and other gear such as fire-resistant gloves, socks, and balaclavas as required in NASA CCR Section 15.

4.2.2 Helmet.

All drivers must wear automobile (SA) racing helmets with a **2000** or later Snell approval. Drivers must also use head and neck restraint devices bearing an SFI 38.1 certification **beginning June 2, 2008.**

4.2.3 Seat Belts.

All cars must be equipped with a standard five or six point driver restraint system as per NASA CCR Section 15. All straps must be securely attached and in excellent condition. Drivers of all open cars must wear arm restraints. Drivers of coupes and sedans may use arm restraints in place of a window net.

5. Technical Inspection

Each entrant is responsible for his/her car being in safe racing condition and meeting NASA Vintage Series minimum safety and appearance standards. All cars shall have NASA logbooks clearly

marked with the legend "Vintage" if the car does not comply with all sections of the CCR relating to competition vehicles or a regular NASA logbook if all sections are met. No car shall enter the racing circuit without being passed by a Technical Inspector. Any vehicle which has been involved in an accident or has received a mechanical black flag (meatball) must be inspected by a Technical Inspector before returning to competition.

5.1 Battery

Battery must be securely mounted and if located in the cockpit, must be covered. The hot terminal must be insulated.

5.2 Body

Modifications such as add-on wings, flares, dams, cut-outs and spoilers are not allowed. All body parts must be as originally manufactured, steel body parts cannot be replaced with lightweight (aluminum or fiberglass) materials. All hood, deck lids, doors and other body parts must be securely attached. Doors on production cars must operate. Interior must be clean and neat. Windshields and other glass may be replaced with an approved shatterproof polycarbonate material. All exterior trim items including grill must be in place on production cars. Bumpers may be removed, but no substitute devices are permitted. All headlights and other glass lenses must be taped or removed; if removed, openings must be covered with a panel made of screen metal or fiberglass.

5.3 Brake Light

All vehicles, except formula cars, must have at least one brake light in working order.

5.4 Brake System

Braking system must be the same type as manufactured. Updating or backdating within a range of production years is allowed. Modern aftermarket brake calipers are prohibited. Dual circuit braking systems are highly recommended. Brake lining material is free. Ducting is permitted as long as it is not visible from the outside of the car and exterior scoops are not visible.

5.5 Catch Tanks

There shall be two securely mounted catch tanks, of one quart minimum capacity each, for engine oil and coolant.

5.6 Drain Plug/Plumbing

All oil, water, fuel and brake lines must be securely attached. It is highly recommended that all drain plugs be safety wired.

5.7 Electrical

An electrical cut-off switch is required on all cars. Such switch must be able to be reached from the outside of the car and be clearly marked. The cut-off switch shall disconnect all electrical components except for on-board fire system. An automatic cut-off on the electric fuel pump is recommended. All wiring must be clean, neat and well secured.

5.8 Fire Extinguishers

All cars will be equipped with a dry chemical or halon fire extinguisher of at least two pounds, securely mounted with a metal quick release device, within easy reach of the driver. On-board fire suppression systems are very highly recommended.

5.9 Fire Walls

A firewall must be provided which separates the cockpit from the engine.

5.10 Fuel Cells

A fuel cell meeting NASA CCR standards is highly recommended in ALL race cars and required in all cars manufactured before 1965.

5.11 Mirrors

All cars must have at least one usable rear view mirror.

5.12 Paint and Advertising

Cars must be clean and neat. They must be painted and not in primer. Advertising should be in the character of the car's vintage.

5.13 Roll Bar

All competition cars must have a roll bar or rollover structure which is higher than the drivers head, including helmet. The design and construction of the roll bar is left up to the car owner, but should meet the following guidelines: roll bar must be attached to a minimum of four places, but cannot penetrate the firewall nor be used for car stiffening. (Certain "A" Sedans may penetrate the firewall). All parts of the roll bar that can come into contact with the drivers head must be padded. The Chief of Tech may deem a roll bar structure unsafe for competition.

5.14 Seats

All seats must be securely fastened. Seat backs in production cars must be supported to limit rearward movement. Passenger seats are optional.

5.15 Suspension and Steering

The system of suspension (spring type and number, shock type and number) may not be changed and must be attached to the factory mountings. Anti-roll and locating bars may be added. Bushings, shocks and spring rates and heights are free. Supplementary springing devices are prohibited.

5.16 Wheels/Tires

Wheels may vary 1" in diameter and 1 1/2" wider than originally fitted in the year of manufacture. Production cars will run with 50 series tires or higher. No slicks are allowed on production cars.

6 Competition Classes

6.1 Production Cars Through 1976

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| Class P1 | 454 Corvette, 427 Corvette, 427 Cobra |
| Class P2 | 289 Cobra, Shelby GT-500, AMX 390 |
| Class P3 | Shelby GT-350, Jaguar XKE, 327/350 Corvette, Morgan +8 |
| Class P4 | Tigers, 283 Corvette, 289 Griffith |
| Class P5 | Lotus Élan, Lotus Super 7, Porsche 911, 240Z Datsun |
| Class P6 | Porsche 914-6, Datsun 2000, Jaguar 120/140/150 |
| Class P7 | 356 Porsche 1720cc, 912 Porsche 1720, Alfa Spider, Duetto/Giulietta 1750, Triumph TR4/6, Volvo 1800, MGB, MGA Twin Cam, Austin Healey 100/4, Elva, Lotus Europa |
| Class P8 | Datsun 1600, 1275 Sprites, 356 Porsche 1600, 912 Porsche 1600, Alfa Spider 1600, MGA, Morgan +4, Triumph Spitfire, Sunbeam Alpine, Triumph TR3, Turner, MG Midget |
| Class P9 | MGA, 948 Sprites, 948 MG Midget, Alfa 1300, Datsun 1300, Saab Sonnet, Abarth Zagato, Fiat Spider, Berkeley, Crossley |
| Class S1 | Camaro, Firebird, Mustang, Jaguar Sedan, Barracuda, Falcon |
| Class S2 | BMW 2002, Alfa GTA/GTV 1750, Triumph Vitesse, Alfa Giulia Super 1750, BMW 188Ti/2000/2000 Coupe |
| Class S3 | Datsun 510, BMW 1600, Alfa 1600, Lotus Cortina GT |
| Class S4 | Mini Cooper 1275, Abarth, Triumph Herald, Fiat 600 |
| Class S5 | Saab 850, BMW 700, Sunbeam IMP, Austin Mini 998 |
| Class Ss | Showroom Stock: classes as required by entries |

6.1.1 Engines

The entrant must, with certainty, disclose the correct engine displacement. Engines must be of the original type, size, and design, as originally fitted by the manufacturer. Maximum overbore shall be .040 inches or 1mm. No aftermarket or late production heads. Rocker arms and lubrication are free. Electronic ignition is allowed but must be triggered from inside of the distributor. All carburetors must have two external return springs. Cars with alternative displacement motors will be classed accordingly.

6.1.2 Drive Train

Transmission and differential to be the same type and size as factory installed (i.e. manufacturer, number of speeds). Gear ratio is free.

6.2 Formula Cars

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| Class FA1 | F1 F5000 and Indy cars through 1975 |
| Class FA2 | F2, FA cars through 1978, with monocoque chassis and non-ground effect flat bottoms |
| Class FA3 | FB tube frame 1600cc cars (including SuperVees) |
| Class FB | 2 valve 1600cc cars through 1972 |
| Class FC | 1100cc pushrod and rear engine, through 1963 |
| Class FD | 1100cc and under front engine, through 1965 |
| Class FV | VW based 1200/1385cc through 1972, plus exact models built later |

6.3 Sports Racers Through 1974

Class SR cars shall run on treaded tires.

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| Class SR1 | GT40, Lola T70, Mirage, Lotus 30s & 40s, Ferrari 250P/P2/P3 |
| Class SR2 | Abarth 2000SP, Brabham BT8 (2.5 or 2.7 liter), Porsche 906/907/910 (under 2.2 liters), Chevron B16/B8, Lotus 26R, Ginetta G12, Ferrari 206SP |
| Class SR3 | Generally 1961-1967: Cooper Monaco, Cooper King Cobra, Dolphin, Genie, Elva MK7, Lotus 23, Brabham BT5/BT8 (under 2 liter), Abarth 1000SP, Merlyn, Lotus 19 |
| Class SR4 | Generally Pre-1960 over 2 liters: Ferrari 250 TR/315 Sports/412Mi/290 MM410s, Old Yellers, Maserati Tipo 60 & 61/300 S/350 S/450 S, Devin, Kurtis, Lister, C Jaguar, Dailu, Bocar, Lotus over 2 liters, Aston Martin DBR1/DBR2/DBS |
| Class SR5 | Generally Pre-1960 under 2 liters: Cooper Bobtail and Climax under 2liters, Bobsy, Elva MK1 through MK6, Lotus 9/11/15/17, Ferrari 500 TR/500 TRC, Porsche 550 ARSK/RS60/RS61, Maserati 150s/200 SI, Lola MK1 |
| Class SR6 | Under 850cc through 1965 |
| Class CM cars: | Generally Can-Am type cars and Sports Racers on slicks |
| Class CM1 | Over 2 liters, through 1974 |
| Class CM2 | Under 2 liters, through 1974 |

6.4 Formula Fords

Basically all first generation models raced through 1974.

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| Class FF1 | All cars through 1972 |
| Class FF2 | Model years 1973 & 1974 Approved Formula Fords Alexis 14, 15, 18, 18B, 22 Beach MK11 Bobsy 1969 Caldwell D9, D9B Crossley 16F, 20F Dulon LD4, LD4B, LD4C, LD9 Eldon PH6, PN8 Forsgrini MK12 Hawke DL2, DL2A, DL2B, DL9, DL9A LeGrand MK10 |

Lola T200, T202, T204
Lotus 51A, 51B, 51C, 61C, 61E, 61M, 69
March 709, 719, 729
Merlyn MK11, MK11A, MK17, MK20, MK20A
Royale RP2, RP3, RP3A, RP16
Tecno 1970
Titan MK4, MK5, MK6, MK6A, MK6B, MK6C
Winkleman (Palliser) WDF1, WDF2, WDF3, WDF4

6.4.1 FF Engines.

The engines shall be a 1600 GT Kent engine, but parts may not be interchanged between original and uprated. The cam shaft lobe shall not be altered. Maximum lift at zero tappet setting shall be 0.360 inches. Carburetor shall be either: 32DFM, 32DFD or 32/36DGV with chokes of 26mm primary and 27mm secondary as cast. The crankshaft is unrestricted so long as the stroke remains at 2.056+/- .005inch. Maximum valve diameter shall be intake 1.560 D exhaust 1.340. Maximum engine bore shall be 3.250 inches. Compression ratio shall be no higher than 10.0 to 1 on original engine and 9.3 to 1 on uprated engines. The use of electronic ignition is prohibited.

6.4.2 FF Gearbox.

The gearbox shall have no more than four forward gears. The use of limited slips, lockers, or similar devices is prohibited.

6.4.3 Wheels/Brakes.

Wheels shall be thirteen inches in diameter with a maximum width of 5 1/2 inches. The use of alloy brake calipers is prohibited.

6.5 Exhibition Cars

Acceptance for Exhibition Cars shall be by application on a race by race basis. No definite year cutoff is proposed. Tires and other equipment should be as raced in period. All NASA Vintage Series Vehicle Standards shall be adhered to. Awards will be given for car preparation only. No points will be awarded in the Exhibition Class.

7 On Course Conduct

On Course Conduct shall be regulated by the NASA CCR's with the following exceptions:

7.1 13/13 Rule

Contact is strictly prohibited as are off-course excursions resulting in damage. Any such occurrence shall subject the competitor to a 13 month or 13 race suspension subject to the judgment of the NASA officials levying the penalties.

7.2 Spins/4 Off

As NASA Vintage Series rules encourage safe driving within one's limits, any 4 wheel off course excursions or spins on course must be followed by a visit to the black flag station for counseling by the NASA staff manning the station.