

I. Driver Safety Requirements:

A. Driving Apparel

All drivers are required to wear a racing suit made of approved fire-resistant material approved by SFI or FIA that covers the body from neck to wrists and ankles. Two layers of fire-resistant material are required, three layers are strongly recommended. Drivers must also wear fire resistant gloves, socks, and shoes. Drivers with facial hair must wear a fire-retardant hood (balaclava). Regardless, as to the rating of the suit, fire retardant Nomex or Carbon-X underwear is strongly recommended. All apparel must be in good condition; clean, free of excessive oil stains, not torn or frayed, with no holes or gaps. Clothing made up in whole or in part of nylon, rayon, polyester, or any other synthetic non-fire-resistant material, may not be worn while racing.

B. Head and Neck Restraint

With the exception of War Era cars and cars not equipped with a five- or six-point safety harness (see Article II.B below), the use of approved Head and Neck restraint systems are required.. The head and neck restraint system must be certified by either SFI certification 38.1 or FIA certification 8858-2002

C. Helmets

It is required that all drivers wear an automobile rated racing helmet of SA2015 or newer or the equivalent FIA specification 8859-2010. "M" rated motorcycle helmets are not allowed. All drivers must wear adequate eye protection. Helmets showing signs of abuse or damage or that have been altered must be replaced.

II. Race Car Safety Equipment and Conditions:

A. Arm Restraints and Window Net

All open wheel race cars, sports racers, open (convertible) production cars, and sedans and coupes, except for War Era and Del Monte Trophy cars, require the use of arm restraints unless a window net is properly utilized. The window net must be attached to the cage and the design must allow for one-handed removal in the event of an accident.

B. Belts/Harness

All cars must be equipped with driver harness restraint systems with SFI or FIA certification. With the exception of War Era and Del Monte Trophy, all cars are required to have a five-point (six-point encouraged) racing harness. Belts with only a date of manufacture on certification must not exceed 5 years, all other belts must not be older than the expiration date specified on the manufacturer's dated label. Safety harnesses shall be replaced if out of date, or if webbing is cut, frayed, faded, or has any visible damage. Harnesses must be replaced if buckles are bent or cracked, or if the car has had a severe impact. Harnesses are to be installed according to the manufacturer's instructions and SFI Installation guide.

C. Brake Lights

All cars, except for formula cars, must have at least one working brake light. Formula cars must have a working rain light.

D. Catch Tank and Coolant

All fluid-filled lines and containers must be secure and free of any leaks. Catch cans are required on all openings or vents that could expel fluids except Fuel cells, and the vent line must exit the bodywork. Coolant overflow should have a separate catch can.

Anti-freeze such as propylene glycol is not permitted unless approved in advance. Water pump lube, "water wetter", and anti-corrosion additives are acceptable.

E. Electrical System

It is strongly recommended that cars have an electrical cut-off switch that isolates the battery, disables the ignition, disables any electric fuel pumps, and disables the charging system (if equipped). Such switch must be accessible from outside the car and be clearly marked.

Batteries must be securely mounted with a metal hold down device. The hot terminal of the battery and the cut-off switch must be insulated against grounding.

F. Fire Suppression

All cars must be equipped at the minimum with a 2 lb. dry chemical hand-held Fire Extinguisher, while onboard Fire Suppression Systems specifically designed for road racing applications are highly recommended. The activation point shall be identified by a red and white circle "E" decal. All Fire Suppression Systems and Fire Extinguishers shall be installed and maintained according to the manufacturer's recommendations.

G. Firewall/Bulkhead

The cockpit of the vehicle must be separated from the engine compartment, and fuel tank, by firewalls. Some exceptions may be allowed at the discretion of the Chief Technical Inspector in certain War Era, formula and sports-racing cars. The firewall(s) and floor of the vehicle must prevent the passage of flame, fluid, and debris into the cockpit.

H. Fuel Caps and Drain Plugs

All "Monza" type fuel caps and all drain plugs (Crank case, Gearbox, Differential, etc.) must be secured with safety wire.

I. Fuel Cells

All cars, other than War Era, Del Monte Trophy, and Air-Cooled Porsche 911's, must have a Fuel Cell that meets FIA FT-3 specification or equivalent SFI specification. The Fuel Cell "Bladder" must be maintained according to the manufacturer's recommendations. Production based cars where the stock fuel tank is located between the axle center lines and within the main chassis structure (i.e., frame rails, etc.) may use the stock fuel tank.

J. Headlights

Headlights and other glass lenses must be covered or taped. Brake lights must be clear tape. Glass headlights may be blanked if the trim or bezel is retained.

K. Mirrors

All cars must have a minimum of two mirrors fitted which provide clear view to the rear, and along both sides of the car.

L. Racing Seats

Racing seats are strongly recommended that are SFI or FIA rated. Fiberglass seats are acceptable, seats made primarily of plastic, PVC, ABS, or other similar polymers are prohibited. The driver's seat and sliders if used must be securely mounted and braced according to manufacturer's recommendations. A substantial padded headrest within 3" (or less) of the back of the driver's helmet is required. This headrest may be part of the seat, roll bar, or bodywork.

M. Roll Bars

Except for War Era, Del Monte Trophy, and certain “Monoposto Classic” Formula Cars, roll bars are required on all cars, unless otherwise approved. Roll bar design, materials, and fabrication must be consistent with sound engineering practice and workmanship, with SCCA “General Competition Rules” (GCR) for 1979, or SCCA “Vintage” GCR, recommended for reference. In an open car the roll bar should extend a minimum of 2” above the driver’s helmet, and in an enclosed car the rollover structure should extend 2” above the helmet or as close as practical along the inside of the roof. Certain vintage coupes that are limited by design are exempt from 2” rule. Roll bars must be protected within the helmet contact area with suitable high-density padding.

N. Suspension

No part of the suspension or steering may have excessive play or looseness. Captive washers are required over all open-ended spherical ball joints (“Heim” joints).

O. Throttle Return Springs

With the exception of car engines equipped with Electronic Fuel Injection, there must be a minimum of two (2) throttle return springs, external to the carburetor or fuel injection throttle, each capable on its own of closing the carburetor butterflies. In the case of multiple carburetors, each carburetor must have its own external throttle return spring.

III. General Race Preparation:

A. Brakes

Brakes must be the original type (disc, drum), size, and design as supplied by the manufacturer, or listed option, for the model. Lining and pad materials are free. Modern aftermarket calipers are not permitted. Brake ducting is permitted, as long as the bodywork is not altered. Adjustable brake bias control is permitted if it is not accessible to the driver while racing.

B. Car Body

The body configuration should be as raced “in period”. All body parts must be of the same material and design as those supplied by the manufacturer as standard or an option. Undocumented supplemental aerodynamic devices such as spoilers, air dams and wings are not permitted. Fender flares and fender widening are only permitted on production cars if the car raced in that configuration during the eligibility period.

C. Clutch, Transmission and Final Drive

The clutch, transmission, and final drive systems must be the type and design as originally fitted by the vehicle manufacturer. Within the confines of the original housings, internal components are free.

D. Engine

The engine must be the type, size, and design as originally fitted to this model by the manufacturer, or a listed option, and must be in the original location. In unusual cases where an original engine is unavailable, any substitute engine must have prior approval and must be period appropriate. In the case of non-production cars or “specials”, the Engine should be a type that was originally used in that car during the period. In the case of certain racing classes with specific rules, such as Formula Junior, Formula Ford, etc., engines must conform to the period rules of that class.

E. Ignition and Electrical

The Ignition must be of original type and design as provided by manufacturer. Electronic ignition is allowed, but the spark must be triggered and distributed from inside the distributor. Modern aftermarket components (coils, spark plugs, wires, etc.) are allowed. Rev limiters are allowed and suggested for safety reasons. It is recommended that all cars be fitted with a working charging system.

Generators may be replaced by alternators and aftermarket alternators are allowed.

F. Suspension and Steering

The system of suspension and steering must be as originally fitted by the manufacturer. Replacement components of the same type are allowed.

IV. Tires and Wheels

A. Tires - General:

All Race Groups with the exception of Big Bore / Air-cooled Porsche, Toyo Tire Historic World Challenge, Wings / Slicks & Formula Fords must participate with approved treaded tires. Treaded tires are generally categorized as:

- a. Molded tread must extend across the width of tire. DOT slicks with only grooves not accepted, i.e. Hoosier R7. Pre-1973 Sports Racers are permitted to substitute grooved bias-ply slicks, provided they meet approved tread patterns:
 - i. Dunlop: CR-65 and CR-82 tread patterns
 - ii. Avon: All-weather "H-Pattern," ACB9, CR6ZZ radial.
 - iii. Goodyear: Blue Streak G7
- b. Minimum 2/32nds of measurable tread.
- c. Minimum speed rating of H.
- d. Period-correct aspect ratio equal to or greater than 50.

Detailed eligibility lists may be referenced via any recognized Vintage Motorsport Council organization.

B. Tires – Race Group Exceptions

- a. Big Bore Group: Period-correct slick tires are permitted.
- b. Air-Cooled Porsche Group: DOT-rated tires are required. Hoosier R7, Toyo RR and any other DOT-rated tires are permitted.
- c. World Challenge Group: Spec Toyo Proxes R tires are required. If period-correct Toyo Proxes R tire size is not available, alternative tires are permitted, provided they remain the period-correct size as originally fitted.
- d. Formula Ford: Tires as specified by Formula Ford Challenge Series apply.
Wings & Slicks: slick tires permitted.

G. Wheels:

Wheel diameter must be as originally fitted or period-correct, unless otherwise approved. Tires must be mounted following the manufacturer's specification for wheel width. Bodywork may not be modified beyond period specifications to accommodate approved tires. Tires may not extend beyond the fender opening at the highest point of the tire.

NOTE:

Exceptions to the foregoing eligibility Regulations may be made for individual cars on a case-by-case basis for the Lime Rock Park Historic Festival event at the discretion of the Historic Festival Rules Committee.

In general, if a car is compliant with other sanctioning body's published Rules and driver safety equipment meets these current Safety Requirements, there should be a run group in the Historic Festival that your car will be allowed in provided it meets the requirements of the rules specified above. Please email us at historics@limerock.com if you have any questions.