



U-T/A

2022

COMPETITION RULES

VINTAGE TRANS-AM RACING



Mission: To provide enthusiasts with older-gen autos a competitive race experience against other “vintage” vehicles.

Vision: Created in 2022, Vintage Trans Am (V-T/A) is a San Francisco Regional class that is a throwback to 1960s and 1970s trans am racing without strict adherence to vintage spec or requiring a proven vintage pedigree. Using a simple rule structure, V-T/A seeks to fill a gap in current groups where older generation moderately modified vehicles are left out. These cars are often not allowed in strict vintage race groups and lack competitiveness against newer vehicles.

VINTAGE TRANS-AM RACING (V-T/A) CLASS REGULATIONS

1. **ELIGIBILITY:** Any 2wd vintage domestic and import cars manufactured prior to 1982 with a minimum weight, including driver, of 2,800 lbs.
2. **SAFETY:** All cars shall conform to the current SCCA General Competition Rules for appropriate safety equipment.
3. **BODY:** Firewall must remain in the original location. Replacement of steel body panels with composite is allowed. Fender flares are allowed. Gutting of inner door structure allowed. Cars must maintain a finished appearance.
4. **ENGINE:** Any engine transmission combination in any chassis is allowed so long as it does not surpass the following horsepower to weight ratio. Weight includes driver.
 - 4.1. Minimum of 7.5 lbs per horsepower as measured at the wheels.
 - 4.2. plus any HP to weight penalties (Weight Penalty) per the below.
 - 4.3. In order to get new people racing faster, HP to weight will be based on the honor system in 2022 and first half 2023.
 - 4.4. After mid 2023, all cars will submit a certified dynamometer form each calendar year and subject to weigh-ins at the track.
5. **TRANSMISSION:** Gearboxes that are 5spd or 6spd are allowed so long as 4th gear is 1:1. No sequential transmissions are allowed.
 - 5.1. Non-synchro transmissions (commonly referred to as a “dog box”) incur a 0.25 Weight Penalty.
6. **SUSPENSION:** Aftermarket parts allowed so long as the factory upper shock mounting locations are utilized.
 - 6.1. Cars with independent rear suspensions (including OEM) will incur a 0.5 Weight Penalty
 - 6.2. Modified upper shock mounting locations and removal of leaf springs subject to a 0.5 Weight Penalty.
 - 6.3. No full tube frame chassis or conversions allowed.
7. **BRAKES:** upgraded brakes are allowed. No Antilock Brakes or ceramic rotors.
8. **AERO:** Factory style front airdams and rear spoilers are allowed. No front splitters or wings are allowed.
 - 8.1. Homemade spoilers that are in the spirit of the era, are allowed pending approval from the V-T/A Board of Directors (BOD).
9. **WHEELS/TIRES:** Max wheel size is 18” diameter by 10” width. Tires shall not exceed 275mm section width and no less than 100 TW.

- 9.1. GoodYear BlueStreak, Hoosiers TDR, Avon Cut Wet Historic vintage tires are allowed.
- 9.2. Wheels and/or tires that exceed the above size limitations will incur a 0.5 Weight Penalty.
10. **SANCTIONING BODY:** San Francisco region SCCA.
11. **V-T/A BOARD:** Consists of the founding members; Cory Newlon, Sean Thibodaux and Chad Ryker
12. **SPIRIT OF THE RULES:** The V-T/A Board has the final say in interpreting and applying these rules. Competitors who don't meet the spirit of the rules are subject to disqualification.
13. **PROTEST:** - Good sportsmanship on and off the track is valued more than finishing position. Our preference is that competitors talk to each other about misunderstandings before filing a formal protest. However, any participant may file a rule protest against any other participant by submitting a written inquiry directly and in-person to the V-T/A Board. Protests should happen during the actual event wherein the car and driver in question is participating.

Message from the V-T/A Board

We are excited to welcome you to a new and exciting class in the San Francisco Region of the SCCA! We hope this class grows and gives a home for owners of vintage cars to race on some of the most exciting tracks in the west. Your participation in the class and feedback is welcomed. We want to give a home to as many racers to compete as possible while keeping the playing field level. We believe the initial rules and horsepower-to-weight approach will accomplish this goal. However, the best evidence will be real results. The V-T/A Board will be closely monitoring cars, results and the impact of Weight Penalties and will tweak the rules as needed. The best way to get your voice heard is to come out and race.

Questions or feedback may be submitted to VintageTransamRacingSFR@gmail.com

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Gearhead Coffee prides itself on fresh roasted coffee sourced from the finest beans around the world. We are a small local company that offers race inspired coffees aimed towards the automotive enthusiast. Gearhead Coffee was born out of a two car garage by a small group of guys. They had a lot of long nights building their Polaris RZR into a desert car with the intentions of racing the 2015 Baja 1000. After racing the 2015 and 2016 Baja 1000 they set their eyes on the Best In the Desert race series. While racing Best In the Desert they realized the need for coffee at the events. This is the catalyst that spawned Gearhead Coffee to be born. So if you love cars and you love coffee then give the team a Gearhead Coffee a chance to "Fuel Your Day"



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