

# 2019 Rolex Monterey Motorsports Reunion

## The Spirit of Racing

The intent of the Rolex Monterey Motorsports Reunion is to celebrate motorsports history and the entered racing cars' heritage. The spirit, history and intent of the original constructor will always take precedence, while keeping safety at the forefront.

Structural and non-performance enhancing safety modifications are permitted as long as the modifications do not alter the visual appearance and intent of the original manufacture or original period specifications. Modifications that increase performance or handling to later or contemporary standards are not permitted.

### **Code of Conduct**

Safety for participants and cars is number one. All participants are expected to compete in a safe and courteous manner with respect to their fellow competitors, officials and volunteers. Unsafe or reckless driving will not be tolerated. The Selection Committee will address any infractions and their results.

### **Supplemental Regulations**

These supplemental regulations supersede all other regulations established by the Sports Car Racing Association of the Monterey Peninsula (SCRAMP), Rolex Monterey Motorsports Reunion (RMMR), WeatherTech Raceway Laguna Seca (WRLS) or Historic Motor Sports Association (HMSA). This event is governed by the 2019 HMSA Rules and Regulations and these Supplemental Regulations. In the event of a rule/regulation conflict, these Supplemental Regs take precedent.

**The purpose of the Rolex Monterey Motorsports Reunion** is to encourage the restoration, preservation and use of historic cars. The event is for fun with nothing to be won. Satisfaction and camaraderie among friends is the reward.

**The primary focus is in the cars.** We want to see racing cars with history restored and driven. Today many believe the term restore means, "...to make new". Webster says, "restore... to bring back to a former condition". The enjoyment is in driving and experiencing the cars as they were. To support that, race groups are arranged by age and engine size. Modern technology can make vast improvements in performance. That is not our intent and the rules are written with the purpose of preventing such modification. We want the cars to be as they were, not what they could have been.

### **Format of the event;**

- The format of the event will be as follows:
  - A participant's best time from either the Thursday or Friday session will set your Saturday/Sunday morning race grid position.
  - Saturday/Sunday morning race finish will set your afternoon Rolex race grid position.

## **Car Specifications**

It is required that all race cars are presented according to their original race specifications. As well as the specifications of the car as entered.

### **Tires**

The car must be equipped with the proper tires as illustrated in the 2019 HMSA Rules and Regulations **REGARDLESS** of what you listed on your entry. If you do NOT have the correct tire or are not sure if you are using the correct tire consult the HMSA regulations. The tire MUST be correct prior to your car being submitted for technical inspection. Saying “these were the tires listed on my entry” is not an excuse for not having the correct tires.

**Hoosier Speedster tires are NOT accepted. All “hand grooved” tires must be the “classic or historic” pattern.**

**The following groups do not have a regulated tire: Groups 1A, 3B, 4B, 6B, 7A, and 7B**

- **Group 2A must use Dunlop 204 L - Section**
- **Groups 3A must use Goodyear Blue Streak**
- **Groups 1B , 2B, 4A may use Hoosier Vintage or Street TD tires or any other APPROVED tire - Hoosier and some Avon (upon approval some Radial tires MAY be allowed UPON APPROVAL) - NO HOOSIER SPEEDSTERS**
- **Group 5A must use only APPROVED tires: Goodyear or Hoosier**
- **Group 5B must use only APPROVED tires**
- **Group 6A must use only approved Dunlop, Avon or Hoosier FF**

### **Engines**

Your entry has been accepted with the engine modifications allowed by the HMSA Rules and Regulations. **Modern valve train replacements such as roller rockers or roller-tip rockers are not allowed.** Please make certain to bring an extra rocker cover gasket, as the valve train will be inspected at tech. Upon successful completion of the tech inspection, your engine will be “sealed.” Your car will be visually inspected on pre-grid to verify the seal is intact. If the seal has been broken you will be stopped at impound at the completion of your session for re-inspection. If you need to remove the rocker cover, and have broken the seal, please present your car to tech prior to entering the track for your next session for re-inspection of the valve train. Cars of each race group will randomly have their valve train re-inspected during the event. Non-period or aftermarket heads are not allowed. Ignition systems may be either point or electronically triggered within an OEM distributor. No device may be used which in any way emulates traction control.

### **Wheels**

Must be of the same size as originally specified by the manufacturer for the model of car.

### **Race Gas**

Must be pump gas.

### **Transmissions**

Transmissions must be of the original type with the original number of gears, as produced by manufacturer. No after-market transmission cases are allowed. “Jericho” or “Jericho” type transmissions or gear sets are not allowed. Non-stock gear types are not allowed.

### **Disc Brakes**

Brake calipers are to be as originally fitted, both in piston bore size, number of pistons, and OE manufacturer. Drilled, 2 piece and or vented brake rotors are not allowed unless originally fitted to the vehicle at time of manufacturer, or previously approved by HMSA.

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## **Safety**

The addition of a hand held fire extinguisher is strongly suggested, even if you use an onboard fire suppression system. The hand held fire extinguisher must be securely mounted.

If there is any possibility of your body or helmet contacting the roll bar or any roll bar bracing, the bar(s) must be padded using SFI 45.1 spec padding.

## **Helmets**

Only SA or SAH designated helmets with a date of 2010 or later (or the European equivalent) helmets are accepted. A sticker will be affixed to your helmet corresponding to the SNELL date. This sticker must stay affixed for the duration of the event.

## **Driving suits**

Must be of one piece design, made from an approved material. All suits will be clean and devoid of any visible flaws.

A **HANS device** is not required, but is highly recommended. If no HANS device is used, a Nomex neck brace is recommended.

## **Roll Bar**

Is strongly recommended. If there is any possibility of your body or helmet contacting the roll bar or any roll bar bracing, the bar(s) must be padded using SFI 45.1 spec padding.

## **Fuel Cells**

Are highly recommended.

## **Seat Belts**

The date of manufacture may not exceed 5 years. Lack of a date of manufacture tag on belts mandates replacement. Any tears or frayed belts will cause omission from the event until replaced. Belts expiring in 2018 or before will NOT be allowed.

## **External Cut-off Switch**

Electrical power cut-off switches when present, must be clearly marked and visible. All connections must be fully insulated.

## **Fire Extinguisher**

A minimum of a 2.5-pound BC approved fire extinguisher is required. All IMSA, FIA and Can-Am 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. The addition of a hand held fire extinguisher is strongly suggested, even if you use an onboard fire suppression system. The hand held fire extinguisher must be securely mounted.

There must be a firewall between the cockpit, engine and fuel tank.

## **Brake Lights**

All cars must have working brake lights (Formula cars are exempt).

## **Fluid Vent Lines**

All fluid vent lines must be routed to a catch tank of at least 1 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.

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## **Mirrors**

All cars must have at least one rearview mirror. A side view mirror on both sides of the car is highly recommended.

## **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.

## **Window Nets**

Window nets are recommended in all coupes where the windows are not fixed. Arm restraints in open cars are highly recommended.

## **Tow Hooks & Other**

All cars must have a towing point at both front and rear to attach a tow cable. This location must be clearly identified.

## **Transponder**

Please present your car at tech with the transponder mounted and charged. This will allow tech to verify the function and that the number is correct. **We encourage the transponder to be located where it can not be seen.**

## **Tow Hooks**

All cars are required to have an eyebolt or equivalent, both front and rear to attach a tow cable. The location point must be clearly marked.

## **Advertising**

Only period advertising is allowed. Photographic evidence is required showing that the car ran livered with advertising. **Modern advertising is NOT allowed.** As an example, having Starbucks logos on your car is not acceptable.

## **Livery**

Cars must adhere to period livery, paint schemes and **historic only** markings.

Please note: Only one "GoPro" type camera mounted externally in an inconspicuous location is allowed. All externally mounted cameras must have a secondary tether, except cabled "lipstick" type.

## **Penalties**

RMMR has a strict no contact policy. **Any incident that causes damage to your car or a fellow participant's car, where you are at fault, will result in being excused from the event.** If you have entered multiple cars do not go on track in another car/group until you have been cleared to do so by race control. Please be advised all incidents where fault can be determined, the incident may be reported to the Vintage Motorsport Council.

## **Cheating**

Our rules are simple. The “the spirit of sportsmanship” is the primary focus. If an entrant is found to have contravened the spirit of the rules he will risk disqualification from the event. Cheating is not something that will be taken lightly.

Any violation of these Supplemental Regulations or other rules, may result in being excused from the event.

The legality of your car is **your responsibility**. If your car is prepared by a shop or professional be sure they have a copy of the complete HMSA rules and this supplement.

If you are not familiar with the HMSA rules they can be found at:

<http://www.hmsausa.com/rules/purpose.html>

**READ THE RULES. PREPARE YOUR CAR ACCORDINGLY AND ENJOY THE SPIRIT OF THE EVENT. It makes for better racing!**

**THESE SUPPLEMENTAL REGULATIONS ARE SUBJECT TO CHANGE**