

2018

1. Vehicle Eligibility

The event shall be open to all vehicles that can pass the safety inspection and can meet the rules set out herein. Cars need not be licensed or eligible for licensing (in the case of prepared cars) as long as they otherwise conform to these Rules.

2. Vehicle Safety

2.1. Driver Restraint – Seat lap belts are the minimum acceptable driver restraint. Open top cars without roll bars shall not have two-strap (4 point) shoulder harnesses.

2.2. Roll Bars – Roll bars are recommended for those who are going to be serious about competition events. All open Prepared category cars without a windshield shall be required to have a roll bar.

2.3. Safety Inspection - All vehicles must pass a safety inspection on the following points before being allowed to compete. It is not up to the safety inspector to classify the car. It is recommended that the successful completion of the safety inspection be indicated by a small decal or sticker applied to the windshield or roll bar of the vehicle.

2.3.1. Loose Items – All loose items inside and outside the car shall be removed or secured. This shall include floor mats, passenger seat backs, tools, spare tires, etc.

2.3.2. Trim rings – Trim rings, snap-on hubcaps, and detachable fender skirts must be removed.

2.3.3. Wheels and Tires – Wheels shall be safely attached. All lugs and studs shall be present and functional. There shall be no missing or broken spokes on wire wheels. One loose spoke per wheel is permitted. There shall be no cracks in disc or cast wheels. Wheel bearings shall be in good condition. Tires shall have no cord showing at any time. Cars with cord showing will not be permitted to continue.

2.3.4. Engine and Drivetrain – There shall be no visible fluid leaks when the car is running. Throttle return action shall be safe and positive.

2.3.5. Brake System – There shall be no visible leaks of brake fluid at any point in the system. Brakes should have adequate pedal height and firmness. Sufficient fluid shall be in the brake master cylinder.

2.3.6. Battery - The battery shall be securely fastened.

2.3.7. Camber Compensators – For safety reasons (to avoid rollovers), camber compensators, negative camber or axle limit straps are strongly recommended on all stock class vehicles equipped with swing axle type suspensions. They are required on all swing axle Modified or Prepared vehicles.

2.3.8. Tonneau Covers and Convertible tops – Tonneau covers must be removed or at least not covering the area in front of the seat back. Convertible tops must be down except in cases of precipitation. This is for safety reasons.

2.4. Identification - Cars shall be identified either via markings on the passenger side of the windshield or on both sides of the vehicle. Markings in either case should include the car # and class in a form legible from the timing and scoring station. The addition of sponsorship 'advertisements' is permitted.

2.5. Mufflers – Adequate mufflers are required. 'Adequate' is defined by sound level, not the construction. Any vehicle deemed too loud by the Event Chairman for the event may be required to add muffling or prohibited from competition. Remember, we're trying to be nice to the neighbors.

3. Driver Safety

The primary purpose is to assure a safe event. With this in mind, we require the following driver safety precautions.

3.1. Helmets – Helmets complying with Snell Foundation approval or Federal Specification Z-90.1 or D.O.T. shall be worn while on the course. Loaner helmets should be available for drivers not having their own.

3.2. Seat Belts – Driver restraints as previously specified shall be worn while on course.

3.3. Eye Protection – A face shield, goggles, or similar face protection shall be worn by persons competing in any car with other than a stock windshield.

3.4. Clothing – Closed footwear (no sandals) shall be worn. On closed road racing circuits, long pants shall be worn. Clothing of natural fiber is preferred.

3.5. Access to site - Only authorized personnel who have signed any necessary waivers or insurance release forms will be allowed on the course or hazardous areas during competition.

3.6. Safety Instructions – Anyone not following instructions by autocross workers in regard to safety will be disqualified and/or evicted from the site.

4. Event Management

4.1. Car and Driver Limits – A driver may enter the event only once. A given car may be entered more than once in a class, however the identification should clearly denote different drivers and which is currently competing.

Passengers are not allowed during any timed runs used as consideration for trophies. Competitors are not allowed as passengers until all vehicles have completed all their timed runs. Passengers are (if permitted by the insurance policy) allowed during 'fun runs'.

A driver may enter the event in more than one car. He may, however, only be considered for trophy competition in one vehicle. In addition, this must be the vehicle he runs first, and must complete all competition runs in this car before driving any other vehicle on course. This may mean running non-trophy car after all others have completed their runs.

4.2. Ladies Classes

4.2.1. – Ladies classes shall be as outlined in appendix A. The ladies shall have the option of running in the open classes. Timing and scoring shall be notified before the first run is taken and the identification of class on the car shall reflect the appropriate open class.

4.3. Conflict of Interest – No person may compete who has run through any part of the course in or on any wheeled vehicle. Event officials, competing or not should use caution to avoid conflict of interest situations during the event. If in doubt, the official should disqualify himself from any decision to be made and have an unbiased substitute appointed by the Event Master.

The Event Master may allow a parade lap, allowing all competitors to preview the course if necessary.

4.4. Course – The course should be designed to be competitive to all classes of cars, safe, and enjoyable. Particular attention should be paid to the needs of older fragile British cars.

4.4.1. Map – A map of the course should be posted in an accessible location.

4.4.2. Order of Running – All cars shall take their first run, then all cars shall take their second run, etc. There shall be a minimum of 2 runs. The event may however, be split into two sections to allow competitors to participate in other events. In this case, the two sections may be treated as separate as far as run order is concerned. See the 'how to run the event' document which should accompany these Rules for clarification on how to make it all work.

4.4.3. Reruns – Reruns shall be given due to timing failure, objects on course, or pylons downed by previous competitors at the discretion of the chief of Timing and Scoring. Reruns are not granted for mechanical failure of the car. Pylon penalties are not carried over, and DNF's on a run for which a rerun would have been granted shall stand and no rerun shall be granted. There must be a 5 car or 5 minute gap, whichever is greater, before a rerun may be taken.

4.4.4. Penalties – Penalties shall be assessed at the rate of 2 sec per downed pylon. A pylon is considered down if it is knocked over or if it is knocked out of a box marked around it's base. If any part of a still standing pylon is on or inside the marked box, the pylon is considered to be good and no pylon is assessed.

A 'DNF' is scored if there is an uncorrected deviation from the course. A course deviation shall not be charged if the vehicle knocks down a marker defining the limits of the course.

4.4.5. Recommended Officials – It is recommended that the following officials be selected well in advance of the event. Folks who do this on a regular basis are recommended and except for the Event Master and Chief of Tech need not be VTR members.

Event master: He shall be the main man. It is the responsibility of the EM to oversee the Timing and Scoring, Technical Inspection, Safety, Protests, and course design. Ideally the Event Master will be a VTR member familiar with the sport of autocrossing.

Course Designer: Should ideally be someone who is not competing in the event. This individual should

however be conversant with the foibles of Triumph motorcars.

Chief of Tech: Responsible for setting up technical inspection procedures and that all vehicles meet eligibility and safety regulations. He shall be a VTR member with a good knowledge of the Triumph cars expected at the event.

Chief of Timing and Scoring: Responsible for accurately taking, reading, and recording times, and posting them in a timely and conspicuous manner during the event. Responsible for the preparation of the official results.

4.5. Timing and Scoring- Shall be taken to the nearest 1000th of a second.

Reruns due to timer failure are at the discretion of Chief of T&S.

Times shall be posted in an accessible place in a timely manner. Ideally before the next run takes place.

In the case of a tie, the next fastest runs shall be compared. If a tie still remains, it shall be scored as a tie.

Preparation of the official results shall include car#, class, driver's name, times, and other information considered relevant. The official convention autocross results shall be mailed to the VTR newsletter editor by a date not to exceed 2 weeks after the event.

4.6. Protests – Hopefully, you as a good sportsperson will not feel the need to file a protest at any time. Please keep in mind that this event is organized and managed by amateurs who cheerfully give their time and do their best but can be expected to make a few mistakes. Make a good effort to work problems out through informal channels before engaging in official protests. A quick friendly talk can accomplish much that official shouting and rule quoting cannot. But if it should become necessary, the procedure shall be as follows:

4.6.1. Step 1 – Calmly and rationally consider the issues. Will this protest materially effect the outcome of the competition? Is the protest well founded? A protest that is well founded is reasonable, logical, and based on sound evidence. A well founded protest may further be defined as one on which reasonable humans may differ. A protest therefore may be denied but still be well founded. A protest that is not judged to be well founded will be denied. If the Protest Committee determines the protestor has acted in a vexatious manner or in bad faith, they may penalize him.

4.6.2. Step 2 – Approach the parties in question. Try to settle the problem out in a calm rational reasonable manner. If this fails:

4.6.3. Step 3 – Talk over the problem with the Event Master. If he, you, and the parties in question cannot come to a reasonable agreement, move on to:

4.6.4. Step 4 – File a written protest with the EM. You should be as descriptive as possible of your reasons for protest. Cite specific rules if possible.

The written protest is then to be considered by the protest committee. This shall consist of the EM, CTI, and CTS. They may in addition consult with any available "experts" on the vehicle type in question. If there is any conflict of interest, the EM shall appoint another unbiased party to the position on the committee.

The result of the committee's decision shall be made to all effected parties as soon as possible.

5. Classes

Cars shall be classed so that cars of similar capabilities shall compete against one another. There are 3 broad categories which are further divided down into individual classes as per Appendix A. Please realize that certain compromises need to be made while setting this up.

5.1. Stock Class – This shall consist of cars produced for the North American market only. These vehicles are those produced for normal use and capable of being licensed in the US and Canada.

Except for the modifications listed below, Stock Category vehicles must run as specified by the factory with standard equipment as defined. The modifications listed below are aimed at making cars maintainable, yet living within the definition of Stock. Major performance oriented modifications will place the vehicle in Modified or Prepared categories.

It is the responsibility of the entrant to prove that his car conforms to these Rules by the use of the owner's manual, shop manual, or other manufacturer's documentation. If the item in question does not include sufficient information in the documentation to prove its legality, it is then the protestor's responsibility to prove the item illegal.

5.1.1 Bodywork – Accessories, gauges, indicators, lights, and appearance, comfort, and convenience modifications which have no effect on performance or handling are allowed. This does not allow driver's seat substitution.

Any fuel tank cap may be used.

Windshields may be folded down if the mechanism is standard equipment. Doing so will require the driver to wear appropriate eye protection as outlined previously.

Alternate steering wheels of +/- 1 inch from standard diameter are allowed.

Roll bars may be added.

Any driver restraint system is allowed, subject to 2.1.

A trailer hitch may be added.

5.1.2. Tires – Any DOT approved tire may be used. No racing slicks (non-DOT) tires may be used. If it fits on the stock size rim, under the fender and is DOT approved, it's OK.

Tires must have measurable tread. Tires with less than 2/32" are allowed, but must still have

measurable tread. Measurable is defined as any indication of tread is visible or capable of being felt by hand. Regrooving is not permitted.

There must not be cord showing at any time. If cord appears, the car shall not be allowed to continue until the tire is replaced.

5.1.3. Wheels – Any wheel may be used provided it is of stock diameter, width, and offset. Offset is allowed to vary by +/- 0.25”.

5.1.4. Shocks – Any bushing material is permitted. Any make of shock may be used provided the number, type (lever vs. tube), points of attachment, and method of attachment are not changed. Adjustable spring perches are not allowed unless original equipment. Heavy duty and adjustable damping shocks are allowed.

5.1.5. Brakes – Any type of brake lining may be used. Type of mechanism and size may not be changed.

5.1.6. Swaybars (anti-roll bars) - Front anti-roll bars may be deleted, added or substituted. Any bushing material is permitted.

5.1.7. Suspension – Cars with swing axle suspension may be lowered to achieve negative camber and may use a camber compensator or limit straps. Make it safe.

5.1.8. Electrical System – The battery make, type, size may be changed, but not its location. The make of plugs, points, coil, and wires is free. Ignition points may be converted to electronic trigger system, provided the distributor housing is unchanged.

5.1.9. Engine and Drivetrain – The purpose here is to allow ‘maintenance modifications’ while moving ‘performance modifications’ to the Prepared and Modified Categories.

All filter elements are free. Air filters may be removed, but the housing may not be changed. Spin on oil filters and oil coolers are allowed.

Cylinders may be overbored by 0.0472” max. Engines with replaceable cylinder liners may not exceed 0.0472” over the maximum dealer deliverable. This allows 87mm liners in TR2/3/4 engines.

Rotating and reciprocating parts may be balanced and matched, but not lightened.

Intake and exhaust ports may be matched, but there shall be no changes further than 1” from the interface.

Any part of the exhaust system beyond the manifold on non-catalytic converter cars or beyond the catalytic converter on catalytic converter equipped cars may be substituted provided it meets the noise requirements and is street legal in the state in which the entrant resides.

Safety devices such as scattershields, reverse lock outs, engine overrev cut outs, and catch tanks may be added.

Any thermostat may be used.

Water pump drive belts shall be present and functional.

Heads may be machined up to 0.090" for the purpose of removing warpage.

Emission control equipment except for catalytic converters may be removed.

Engine swapping is allowed within a given model provided it does not increase the displacement more than 200cc. This allows the TR4->TR3 swap, and Spitfire MkII->MkI, MkIII->MkII, MkIV->MkIII, and 1500->MkIV.

5.2. Modified Category – All modifications permitted in Stock Category are permitted, as well as the following. These are generally to be considered as performance oriented modifications to streetable vehicles. It also includes cars produced for markets other than the US.

5.2.1. Bodywork – Fenders and bumpers may be modified for tire clearances. Bumper internals may be modified, but not removed.

Any padded and upholstered seats may be used.

Any steering wheel may be used.

5.2.2. Wheels – Any wheel of any diameter, width, and offset may be used. Wheel spacers and wheel studs may be used as long as the installation is safe.

5.2.3. Shocks - Bump stops may be altered.

Any type of shock may be used. This allows the substitution of tube type shocks for lever type shocks.

5.2.4. Brakes - Any brake line and master cylinder arrangement is allowed as long as it is safe.

5.2.5. Swaybars (anti-roll bars) – Sway bars may be added, deleted, or substituted. Any bushing and method of attachment is allowed.

5.2.6. Suspension – Ride height may be altered by suspension adjustments, use of spacing blocks, leaf spring shackles, or change or modification of springs. Springs must be of the original type (coil, leaf, etc.)

Bump stops may be removed.

Bushings of any material may be used as long as they fit in the original location. Offset bushings may be used.

5.2.7. Electrical – Relocation of the battery to any location outside of the passenger compartment is allowed. If relocated to the trunk area or the passenger compartment it must be placed in a marine type enclosure and securely fastened.

5.2.8. Engine and Drivetrain – Any oil pan and oil delivery system may be used.

Heat shields may be added.

Carburetors may be replaced with any other type, make or model of carburetor. This also allows the substitution of fuel injection for carburetors. Velocity stacks may be added.

Catalytic converters may be removed or replaced.

Manifolds are free. This allows the use of headers.

The fan may be removed or altered.

Any clutch may be used. Any flywheel may be used.

Limited slip differentials are allowed in cars not originally provided. Rear axle ratios may be changed.

Any camshaft may be used.

5.3. Prepared Category – This category is designed for fully prepared race cars. All non-street legal and race cars should fit here. Any modifications allowed in Stock and Modified Categories are allowed as well as the following.

5.3.1. Bodywork – Frame modifications and replacements are allowed. Tube frames are allowed. The body must be recognizable. Windshields and glass may be removed or replaced with lighter materials.

5.3.2. Tires Any non-DOT approved tire is allowed. Race slicks and race rain tires are allowed. All DOT approved tires are permitted.

5.3.3. Brakes Any drum or caliper/rotor assembly may be used.

5.3.4. Engine

Any Triumph based engine block may be used.

There is no limit on overbore, liner size, or head thickness.

Any internal engine parts may be used.

Intake systems are free. Turbochargers, P.I. systems, and superchargers are allowed.

Any differential may be used.

Any transmission may be used.

5.4. Exotic Category – Any Triumph bodied or engined car that would otherwise fall into the Modified or Prepared classes. Does not include TVR unless Modified or Prepared.

5.5. Other Category - Other English cars and rentals (optional). Includes unmodified TVR's.

Appendix A: Classes

Open Classes:

Stock: Class Cars in class

S1 Spitfire Mkl – MkIII

S2 TR 2's and 3's

S4 TR-4's of all varieties

S5 Spitfire MkIV & 1500.

S6 TR-250 and all TR-6's

S7 TR-7's

S8 TR-8's

SS Stag

SH Heralds, Vitesse, Mayflower

SGT GT-6's

Modified: Class Cars in class

M1 Spit Mkl – III

M2 TR-2, 3, 4

M4 TR-250, 5, 6, GT-6

M5 Spit MkIV & 1500

M7 TR-7

M8 TR-8

MS Stag

MH Heralds, Vitesse, Mayflower

Prepared: Class Cars in class

PS Under 1.5L prepared cars. Spits mostly. Includes Spit 1500.

PM 1.5 to 2.2L Prepared Cars. GT-6, TR-2, 3, 4, 7, some sedans

PL Over 2.2L Prepared.

PX Exotic Prepared cars. TR bodied or engined. For example, a rotary powered Mayflower. Other: (optional) Class Cars in class O Stock or Modified English cars and rentals.

Ladies Classes:

Stock: Class Cars in Class

L4 All 4 cylinder Triumphs

L6 All 6 cylinder Triumphs

L8 All 8 cylinder Triumphs

Modified: Class Cars in Class

LM4 All modified 4 cylinder Triumphs

LM6 All modified 6 cylinder Triumphs

LM8 All modified 8 cylinder Triumphs

Prepared: Class Cars in Class

LPS Under 1.5L Prepared cars. Spits mostly. Includes Spit 1500.

LPM 1.5 to 2.2L Prepared cars. GT-6, TR-2, 3, 4, 7, some sedans

LPL Over 2.2L Prepared cars. TR-250, 5, 6, 8, Stag

LPX Exotic Prepared cars. TR bodied or engined.

Appendix B: Bumping Order

There must be 2 cars to make up a class. If there are less than 2 cars, the classes shall be bumped as follows:

Open Classes:

Stock: SH & SGT → SS → S7 → S2 → S4 → S6 → S8 / S1→S5 Modified: MH → M1 → M5 -\ \
M2 → → → → M4 → M8 / M7 → → → MS-/ Prepared: PS → PM → PL & PO → PX

Ladies Classes:

Stock: L4 → L6 → L8 Modified: LM4 → LM6 → LM8 Prepared: LPS → LPM → LPL → LPX