

GENERAL RACING LTD.

P.O. Box 489
Buellton, CA 93427

(805) 686-9292
FAX (805) 686-9242

STATEMENT OF PURPOSE

The purpose of our events is to encourage the restoration, preservation and use of historic, sports and racing cars. Our races are for fun with nothing to be won. Satisfaction and camaraderie among friends is the reward.

We want to see old cars with racing history **RESTORED**. Today many believe the term “restore” means, “... to make new”. Webster says, “restore... to bring back to a former condition.” We accept the latter. The enjoyment for us is in driving and experiencing the cars as they were. To support that we arrange our race groups by age and their engine size. Modern technology can make vast improvements in performance possible but that is not our desire and our rules are written with the intent to prevent such modification. We want the cars to be as they were, not what they could have been.

Drivers note that our events are not intended to offer individuals a “career option”. There are other professional organizations which would be a better choice. Driving well is important, winning is not. Safety is very important and driving well makes a major contribution toward a safe experience.

Racing at any level can be dangerous. We, therefore, have rules and regulations which we hope will be helpful in making your participation both enjoyable and safe. As an overview, we divide safety into two categories: Car and Driver. An old car cannot be made as safe as a modern car. A McLaren with a monocoque tub is definitely safer in a crash than an M.G., Ferrari or Bugatti. The driver of the old car is subjected to more possible injury due to car construction, seating position and inability to use selected modern safety devices to their best advantage. We want you to be aware of these facts. You can get hurt in these cars.

Making a car safe is one approach to safety. Making a driver safe is another. If the car is in good order then the driver must go wrong to have a wreck. We place a very heavy emphasis on the driver. He is responsible for the preparation of the car (either directly or indirectly) and operates it. We expect entrants and drivers to understand the purpose of our events as stated and conduct themselves accordingly.

IMPORTANT NOTICE:

ANY DRIVER IN AN INCIDENT SUFFICIENT TO CAUSE DAMAGE WILL BE EXCLUDED FROM THE EVENT **AND** ANY FUTURE EVENT. HE MAY APPEAL HIS EXCLUSION AFTER ONE YEARS TIME FROM THE DATE OF THE INCIDENT.

CHEATING: Our rules are simple. They are not explicit in many areas as the “spirit of sportsmanship” is the primary focus. The "Statement of Purpose" will take precedence in any rule dispute. If an entrant is found to have contravened the spirit of the rules he will risk disqualification from any further involvement. In other words, cheating is something that is neither necessary, nor acceptable and will not be taken lightly.

RACE SHOPS: If your car is prepared by a shop or professional, be sure they have a copy of these rules. It is important that they understand what YOU want. If you want an oversize engine or modern bits that improve the car beyond the rules, they have the ability to do that. YOU are the one that faces disqualification and we believe they would not, knowingly, put you in that situation.

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2009 EVENT RULES AND REGULATIONS

LICENSE: A racing license is not required; however drivers must present evidence of experience in the form of one of the following:

- A) A resume of experience listing previous races and vintage events run, types of cars driven, licenses held in the past, current vintage licenses and driving record.
- B) Evidence of the satisfactory completion of a full course in competition driving from a recognized driving school (Skip Barber; Bondurant; Jim Russell; Roos; SCCA; etc.) and a resume of experience.
- C) A current competition license issued by the FIA or an ACCUS member (SCCA) or a Vintage Racing Organization (SVRA, VARA, HSR, SOVREN).

MEDICAL EXAM: All drivers are required to have a current Medical Card or the equivalent issued by a recognized racing organization (HMSA, CSRG, SVRA, VARA, SOVREN, FIA) All drivers are required to have completed a specified medical examination once every two years for drivers who have not reached their 58th birthday. Drivers 58 years of age and over must complete this examination either one year from date of last exam or by their 60th birthday, whichever is later. **A stress EKG is strongly recommended.** Medical cards are issued by recognized racing organizations upon receipt of a completed physical form. *Any change in your physical condition or medical history invalidates your card and must be reported by letter to the issuing office before entry in any race event. Registered drivers must present their medical card at registration at all events.

LOG BOOKS: Each car shall have a log book (properly filled in and maintained) to be presented at tech inspection for each event and retained with the car at all times. New or replacement log books will only be issued at tech inspection.

DRIVER EQUIPMENT:

HELMETS: All drivers must wear an approved automobile racing helmet. All helmets must have a 2000 Snell Foundation or later safety sticker displayed inside.

HEAD & NECK RESTRAINT: If a device is used it must be installed according to the manufacture's instructions and recommendations for the car concerned. While in use during an event, all of the device settings as recommended by the manufacturer for the protection of the driver, must remain in place at all times.

CLOTHES: All drivers must wear a driving suit made of approved fire resistant material (Nomex, Kynol, etc.) in single or double layers and full length underwear and socks of fire resistant material. It is not required to wear underwear with suits of three or more layers. One piece suits are required.

GLOVES & SHOES: All drivers must wear gloves of fire resistant material (Nomex) or leather (no holes). Shoes must be of fire resistant material or leather on top. Racing shoes are strongly recommended.

GOGGLES: Goggles or a protective face shield must be worn in open cars and non-breakable glasses or face shield are strongly recommended in closed cars.

BALACLAVA: A Balaclava is required for those with facial hair or long hair.

CAR CONDITION & SPECIFICATIONS:

It is our preference to see cars restored to their original condition and specifications. That is to say, to the same state as when it was originally produced and raced. Racing options that were available at the time and specified for use on that particular model (homologated) are allowed. Cars may have been raced over a number of years in various classes under an assortment of regulations. We wish to establish a clear understanding of the "point in time" (i.e., 1932, 1965, 1969) to which a car is restored. Modifications which are not in keeping with that "point in time" are not allowed. Modifications which improve performance over that of a car from that "point in time" are not allowed. Modifications such as modern valve train replacements (roller rockers, etc.), blocks, gearboxes, or non stock replacement period internal gearing, vented, **drilled or slotted** discs are not acceptable!

ENGINE: The engine must be of the original type and specifications as homologated when the car was produced. Displacement, carburetion and valve train must be original in specification and material.

INSTALLED SAFETY EQUIPMENT: Installed safety equipment may not have any influence what so ever on the mechanical performance of the car.

WHEELS: Cars must run on wheels of the same type and size as were specified by the manufacturer at the time. We refer specifically to rim width, diameter and off set as specified in the manufacturer's homologation statement. **A maximum of .5" increase in the rim width is allowed.**

Wheels must be free of cracks and faults. **It is strongly recommended to have them crack tested every 2 years, at a minimum.** Spokes must be properly tensioned. In certain instances for safety reasons the offset of wheels may be altered. Requests should be made to this office in writing. Bolt on Rudge Whitworth Spline adapters must have a paint strip indicating the adapters are secure.

BRAKES:

Dual brake circuit master cylinders are recommended. **Drilled, slotted, and or vented rotors are not allowed unless originally fitted at vehicle time of manufacture. No driver cockpit adjustable brake bias allowed.**

TIRE RULES: Tires must approximate, as closely as possible, the dimensions of the tires originally available on the car at the time of manufacture or the "Point in Time to which it is restored"; this refers specifically to diameter, cross section and tread width.

TREAD PATTERN: All tires must have a molded tread pattern of period design, no semi-slick tread. **If the tread pattern is hand grooved, the tires must have the correct period tread pattern with the correct number of grooves as original.** Some classes, Historic Trans-Am, F-1, Can-Am and selected FIA Sports Cars are exempted from this rule and may run slicks.

COMPOUND: Tires must be of a manufacturers "Hard" compound.

Note: Tire design has progressed dramatically since the early 1960s. In fact it has been the leading field toward the development of modern racing cars. Lower profiles and wider cross sections came into play in 1964 and it has been constant change ever since. Tire companies that are currently making vintage racing tires for "vintage" cars (thru 1962) are Dunlop, Blockley and Coker. The Coker tires branded "Excelsior Comp" are unproven. Goodyear makes a racing tire they refer to as vintage but should not be confused with the tires they made back in the late 50s and early 60s.

The current tires of a listed size can be and are in many cases considerably different in dimension from the original period tire of the same listed size. The size indicated on the side wall (of a current tire) does not mean that the dimensions of the tire are the same as an original tire with the same listed size. These tires are lower profile, wider and stickier. They are suited to cars of the late 60s thru the 70s. Additionally, you should be aware that the softer, stickier compounds currently developed by the tire companies increase cornering loads to a point beyond the limits originally designed in to the cars and which has translated into possible suspension overload and failure.

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CLASS TIRE REQUIREMENTS:

While tires of 70 series or higher aspect ratios are required in classes A, B, C, E, G-1 and G-2, a 60 series tire will be allowed if appropriate in D, G-3 and G-4.

Note: There may be some individual tires that may also approximate original tires for a specific car. These might include a 70 series radial tire. A request to use such tires will be considered if they are truly appropriate.

<u>CLASS</u>	<u>ACCEPTABLE TIRE</u>
A-1 1900-1926 Sports & Racing Cars	FREE
A-2 1927-1939 Sports Cars	FREE
A-3 1929-1939 Racing Cars	Dunlop 204/Michelin/Blockley
A-4 1946-1954 Grand Prix Cars	Dunlop 204/Michelin/Blockley
A-5 1952-1964 Indy Roadsters	Dunlop 204/Michelin/Blockley
B-1 1947-1955 Sports Cars (GT)	Dunlop 204/Michelin/Blockley
B-2 1947-1955 Sports Racing Cars Under 1500cc	Dunlop 204//Blockley
B-3 1947-1955 Sports Racing Cars Over 1500cc	Dunlop 204//Blockley
C-1 1955-1960 Sports Racing Cars Under 2000cc	Dunlop 204/Blockley
C-2 1955-1959 Sports Racing Cars Over 2000cc	Dunlop 204/Blockley
D 1959-1965 Sports Racing Cars	Dunlop L or M/Goodyear Vintage
E-1- 3 1958-1963 Formula Jr.	Dunlop L 204
E-4 1949-1963 Formula I-II	Dunlop L 204/Blockley
G-1 1955-1961 GT Cars Under 2000cc	Dunlop L 204/Hoosier TD
G-2 1956-1962 GT Cars Over 2000cc	Dunlop L 204/Hoosier TD
G-3 1962-1965 GT Cars Under 2000cc	Dunlop L/Goodyear Vintage/Hoosier TD
G-4 1963-1965 GT Cars Over 2000cc	Dunlop/Goodyear Vintage/Hoosier TD
H-1 1964-1970 FIA Makes Championship Cars	Treaded: Goodyear/Avon/Dunlop
H-2 1971-1983 FIA Makes Championship Cars	Slicks
I-1 1973-1980 Historic IMSA GT Cars	Slicks
I-2 1981-1984 Historic IMSA GTP Cars	Slicks
J-1 1966-1970 Historic Can-Am Cars	Slicks
J-2 1971-1974 Historic Can-Am Cars	Slicks
K 1966-1978 Historic Formula One Cars	Avon Slick A-11
L 1966-1972 Historic Trans-Am Cars	Goodyear Vintage 600x15 / 700x15
M 1968-1976 Historic F-5000 Cars	Slicks

ADVERTISING ON CARS: Only historically correct markings are acceptable. Modern advertising is not allowed.

CAR RACE NUMBERS: **All event numbers will be assigned by the organizer.** Numbers should be 2" - 3" in width and 14" - 15" in height and in a contrasting color from the background.

PRESENTATION: Cars must be presented in a neat and finished condition. Engine compartment, suspension, chassis and drive line must be clean enough to facilitate inspection. Cables, wires and hoses must be taped or otherwise secured to prevent chafing, etc.

BODY: Body modifications from original such as contemporary flares, spoilers, air dams, venting body holes, and external ducting will not be accepted. Body panels must be of the original material type.

CATCH TANKS: A securely fastened radiator catch tank with a minimum capacity of 1 qt. each is required. An additional catch tank should be fitted on engine oil breathers where practical. Cars showing indications of oil loss through their breather system will be required to fit a catch tank. No oil, fuel, water or fluid leaks of any kind will be tolerated.

COOLANT: Use of water rather than coolant is required. Glycol based coolant is not allowed.

THROTTLE RETURN SPRINGS: A minimum of two external return springs with separate attachment points per induction system. Springs on/in body of carburetor do not count as external return springs. Fuel injection systems must have a backup return spring in addition to the overall system spring. Primary springs can not share the same mounting point with back-up springs.

SEAT BELTS: All cars must be equipped with a racing type seat belt of nylon web, at least 2" in width, with a metal to metal buckle. Belts must be securely mounted to the frame. Belt sets must have a manufacturing or expiration date affixed to them. If affixed with a date of manufacture, they have a 5 year acceptance life. If the belts have no date they must be replaced with belts that have a date affixed by the manufacture.

SHOULDER HARNESS: If shoulder harnesses are used, they must not be Y type belts. It is recommended that each shoulder harness have an individual mounting point for each shoulder harness. If a Head and Neck protection system is used, 2" shoulder belts are allowed. Replacement of belts is required at manufactures expiration date or every 5 years from date of manufacture which ever occurs sooner.

ROLL BARS: Roll bars are very strongly recommended.

MIRRORS: At least 1 rear view mirror with a minimum area of 8 sq. inches is required. Additional mirror(s) may be mandated based on observed needs!

FIRE EXTINGUISHERS: All cars must be equipped with a 2 lb., 10 BC (or Halon equivalent) fire extinguisher. (Securely mounted in the cockpit.). An onboard halon type fire system is strongly recommended.

ELECTRICAL CUT-OFF SWITCH: It is recommended that each car have a master electrical cut-off switch fitted outside the car and be clearly marked.

FUEL CELLS are strongly recommended. If a fuel cell is used it must be vented to the exterior of the vehicle.

FIREWALL must be provided between the cockpit, engine and fuel tank. Selected Formula cars are exempt.

UNDERTRAYS must have drain holes.

SUSPENSION PARTS: It is strongly recommended that suspension parts and steering components be magnafluxed for cracks bi-annually.

No part of suspension or steering shall have excessive play.

TOW HOOK: It is recommended that all cars have an eyebolt or equivalent to attach a tow cable. The connection point is to be clearly marked.

BRAKE SYSTEM: Brakes, brake lines, fluid, and pedals must be in good operating condition. Dual master cylinders are recommended. **Drilled, slotted, and or vented rotors are not allowed unless originally fitted at vehicle time of manufacture. No driver cockpit adjustable brake bias allowed.**

All cars must be fitted with at least one brake light in working order. (open wheel cars are exempt).

ALL FUEL FILLER Caps must be securely fastened so as not to open on impact. Monza type (quick release) caps must be wired shut. **Any venting of the tank must terminate at the exterior of the vehicle.**

DRAIN PLUGS: All drain plugs must be safety wired. In certain cases, where it is virtually impossible to wire the sump plug, the tech inspector may approve a paint stripe.

HOODS and DECK LIDS: Must be manufactured of the original material. Hoods and deck lids must be adequately fastened.

BATTERIES: must be securely fastened down. The positive terminal must be insulated to prevent grounding. Batteries located in the cockpit must be covered or have leak proof caps.

ELECTRICAL: **All positive contact points at the, generator, alternator, regulator, some starters etc, must be covered with an insulating material to prevent grounding.**

ADDITIONAL RULES PERTAINING TO PRODUCTION CAR CLASSES:

G-1, G-2: 1955-1962

G-3, G-4: 1962-1966

Interior: Modifications to the interior that reduce the weight of the car are not allowed, with the following exceptions:

- 1) Floor mats or rugs may be removed.
- 2) Window glass may be removed from doors.

The removal of interior trim (gutting) is not permitted.

The cars must have 2 seats (original and/or period bucket seats is allowed), original dash board (you may exchange or add instruments), interior door panels.

Installed safety equipment may not have any influence whatever on the mechanical performance of the car.

Exterior:

- 1) Tops may be removed from open cars.
- 2) Bumpers may be removed, but if so, all projecting hardware such as brackets must also be removed.
- 3) Grills may not be removed.
- 4) Windshields may be replaced by a suitable windscreen.
- 5) Lighting equipment must remain in place.
- 6) Headlights should be taped.

ADDITIONAL RULES PERTAINING TO PRODUCTION CAR CLASSES Cont'd:

Brakes:

Must be of the original type and specifications as homologated when the car was produced and raced. **Drilled, slotted, and or vented rotors are not allowed unless originally fitted at vehicle time of manufacture. No driver cockpit adjustable brake bias allowed unless originally fitted at time of manufacture.**

Engines:

Must be original as previously stated in the general rules. Horsepower must approximate (within 20%) that derived originally when the car was new. Headers are allowed. Modern valve train replacements such as roller rockers, titanium valves, rods etc. are not allowed. Dry sump systems that were not originally fitted to the individual, specific car are not allowed.

Transmission & Differential:

Must be of the original type, as when the car was produced. **No after-market cases or internal gear sets unless they are an OE type replacement.** Gear ratios as originally offered.

Minimum Weight:

The minimum weight allowed is that listed in the SCCA Rule Book, Production Car Specifications for 1962 for classes G-1 & G-2 and 1966 for classes G-3 & G-4, less 7%.

If you have questions regarding the above rules and regulations please call our office

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FAX: (805) 686-9242

E-mail: info@generalracing.com

Website: www.generalracing.com for all event information, Rules & Regulations.

Sanctioned Events:

Wine Country Classic

Monterey "Pre-Historic"

Rolex Monterey Historic presented

Infineon Raceway, Sears Point, CA

Mazda Raceway, Laguna Seca, CA

Mazda Raceway, Laguna Seca, CA

Car / Class Placement List Guide: (Not all cars are included.)

CLASS A-1: 1900-1926 SPORTS & RACING CARS

Alco	Fiat	Morgan MX
Alfa-Romeo	Ford	Mercer
Amilcar	Hispano-Suiza	MG
Austin 7	Isotta-Fraschini	Peugeot
Bentley	Lancia	Renault
Benz	Duesenberg	Stutz
Buick	Marmon	Sunbeam
Bugatti T-37	Mercedes	Vauxhal

CLASS A-2: 1927-1939 SPORTS CARS

Alfa-Romeo	Chrysler	Lagonda
Alvis	Delage	Mercedes-Benz
Amilcar	Delahaye	MG
Aston Martin	Frazer-Nash	Riley
Bentley	HRG	Salmson
BMW	Invicta	SS
Bugatti	Jaguar	Talbot

CLASS A-3: 1929-1939 RACING CARS

Alfa-Romeo P3	Delage	Maserati
Auto-Union	Delahaye	Miller
Alvis	ERA	Mercedes-Benz
Bugatti	Frazer-Nash	

CLASS A-4: 1946-1954 GRAND PRIX CARS

Alfa-Romeo 159	Ferrari 125, 375, 500	OSCA
BRM V16	Maserati 4CL	Talbot-Lago

CLASS A-5: 1952-1964 INDY ROADSTERS

Curtis	Ewing	Meskowski
Christiansen	Kurtis	Stevens
Elder	Kuzma	Watson

CLASS B-1: 1947-1955 SPORTS CARS

Alfa-Romeo 1900	Fiat 8V	MG-TF
Arnolt-Bristol	HRG	M-B 300SL Coupe
Aston Martin DB2, DB2/4	Healey Silverstone	Nash-Healey
Austin-Healey 100	Jaguar XK-120	Porsche 1300
Corvette	Lancia B-20	Siata 208S
Doretti	Maserati A6G	Triumph TR-2
Ferrari	Morgan +4	

CLASS B-2: 1947-1955 SPORTS RACING CARS UNDER 1500cc

Aardvark	Ermini	Maserati A6GCS
Abarth 207	Ferrari 166, 195	Nardi
AFM	Fibersport Special	O.S.C.A. MT-4
Bandini	Frazer-Nash LM	Panhard
Cisitalia	Giaur	Porsche 550
Cooper (MG, Bristol, Climax)	Kieft	Siata
Crosley	Lister-MG	Simca
DB	Lotus Mk6, Mk9	Tanner T-1
Denzel MG-TC, TD, Specials	Veritas	

CLASS B-3: 1947-1955 SPORTS RACING CARS OVER 1500cc

Alfa-Romeo 6C-3000	Gordini	Lister-Bristol
Allard	Maserati A6GCS/53, 250S	O.S.C.A. 2000S
Aston Martin DB3, DB3S	Hagemann Special	Pegaso Z-102
Austin-Healey 100S	Jaguar C-Type, D-Type	Siata 208 CS
Cunningham	Kurtis	Tojeiro-Jaguar
Edwards Special	Lancia D24	Nardi Corsa
Excaliber	Ferrari 212, 250MM, 340, 375, 750S	

CLASS C-1: 1955-1960 SPORTS RACING CARS UNDER 2000cc

Begra	Ferrari 500 TR, TRC	
Cooper-Climax	Lola Mk1	Porsche 550RS, RSK, RS-60/61
Cooper-Porsche	Lotus Mk11, Mk15	Peerless LM
Dolphin	Maserati 150S, 200SI	Tanner
Elva Mk1, Mk 2, Mk4, Mk6 (1100)	O.S.C.A. 1500TN	Tojeiro

CLASS C-2: 1955-1959 SPORTS RACING CARS OVER 2000cc

Aston Martin DBR1, DBR2	Jaguar D-Type (Long-Nose)	Sadler
Balchowsky Specials II, III	Kurtis SX	Scarab
Bocar	Lister-Corvette	Monsterati Special
Devin SS	Lister-Jaguar	
Echidna	Maserati 300S, 350S, 250S, 450S, T-60/61	
Ferrari 250 TR, TRI, 290, 410, 412MI		

CLASS D: 1959-1965 SPORTS RACING CARS

Balchowsky Specials IV - IX	Cheetah	Genie
Bobsy Crossle	Lotus 19, 23	Abarth
Brabham BT5, BT8	Dolphin	LeGrand
Cooper-King Cobra	Elva Mk7, Porsche	Merlyn
Cooper Monaco	Ferrari 250P, 275LM, 330P	Porsche Berg Spyder
Chaparral 1		

CLASS E-1: 1958-1959 FORMULA JR. (Front Engine, Fiat or Lancia engine)

Bandini	OSCA	Taraschi
Dagrada-Lancia	Stanguellini	Volpini

CLASS E-2: 1959-1960 FORMULA JR. (Drum Braked)

Alexis Mk1	DeSanctis	Lola Mk2
Ausper T3	Dolphin	Mooreland
Apache	Envoy	Deep Sanderson
Bandini BFS	Elva 100, 200	Ryetune Scorpion
BMC-Huffaker Mk1	Elfin	Sadler
Caravelle Mk2	Gemini Mk2	Terrier
Cooper T-52,	Lotus 18	

CLASS E-3: 1961-1963 FORMULA JUNIOR CARS

Alexis Mk2, Mk3, Mk4	Gemini Mk3A, Mk4	Lotus 20, 22, 27
Ausper T4	Dolphin Mk2	Merlyn Mk3, Mk5
Brabham BT2, BT6	Elva 300	Lola Mk3, Mk5
BMC-Huffaker Mk2	Emeryson	Cooper T-56, T-59, T-67

CLASS E-4 1954-1963 FORMULA I, II CAR

BRM	Connaught	Lotus
Brabham	Ferrari 246	Maserati 250F
Cooper	Lancia D50	Vanwall

CLASS G-1: 1955-1961 GT CARS UNDER 2000cc

AC-Bristol	Fiat-Abarth Zagato	Peerless GT
Alfa-Romeo Giulietta,SZ	Lotus Elite	Porsche 356, Carrera
Arnolt-Bristol	MGA, Twin-Cam	Sunbeam Alpine
Austin-Healey Sprite	Morgan	Triumph TR-3, TR-4
Denzel		Volvo P1800

CLASS G-2: 1956-1962 GT CARS OVER 2000cc

Aston Martin DB4, DB4-GT	Jaguar XKE	Mercedes-Benz 300SL Rdst.
Austin-Healey 100-6, 3000	Ferrari 250GT, SWB, GTO	Corvette 265, 283, 327

CLASS G-3: 1962-1965 GT CARS UNDER 2000cc

Abarth Simca, OT	Ginetta	O.S.C.A. 1600 GT
Alfa-Romeo GTZ, GTZ-2	Lotus 7, 26R	Porsche 904, 911
Alpine Renault	MGB	Speedwell Sprite
Elva Courier	Morgan SS, SLR	Mini-Cooper

CLASS G-4: 1963-1965 GT CARS OVER 2000cc

Cobra 289, Daytona Coupe
Corvette Stingray 327
Shelby GT-350

Ferrari 330LMB, 275 GTB-C
Sunbeam Tiger
Jaguar E-Type, Lightweight E-Type

Iso-Grifo GT
Bizzarini GT

SPECIAL EVENT CLASSES

CLASS H-1: 1964-1969 FIA MAKES CHAMPIONSHIP CARS

Abarth 3000, Osella
Alfa-Romeo T-33
Cobra 427
Chevron B-8, B-16, B-19

Ferrari 330 P2, P3, P4, 312:,
Ford GT-40, MkII, MkIV
Dino 206SP
Porsche 906, 908, 910,

CLASS H-2: 1970-1974 FIA MAKES CHAMPIONSHIP CARS

Alfa Romeo T33-3
Ferrari 512, 312PB

Porsche 917, 908-3
Lola T70 GT

CLASS I-1: 1973-1980 HISTORIC IMSA GT CARS

Porsche RSR, 934, 935
Datsun

DeKon Monza
BMW M1

CLASS I-2: 1981-1984 HISTORIC IMSA GTP CARS

Argo
Aston Martin Nimrod
BMW M1/C
Ferrari 512 BB-LM
Ford Mustang GTX, GTP

Jaguar XJR-5
Lancia Beta Monte Carlo
Lola T-600
March 82G, 83G, 84G
Toyota Celica

CLASS J-1: 1966-1970 HISTORIC CAN-AM CARS

AutoCoast Ti-22
AVS Shadow
BMW P-154
Ferrari 612, 512, P4
Ford G7A

Lola T-70, 160, 163, 165, 220
Matich
McLaren M8D, M12, M8C, M8B, M6A, M1C
March 707
Porsche 917, 908

CLASS J-2: 1971-1974 HISTORIC CAN-AM CARS

Lola T-310, 260, 222
McLaren M20, M8F, M8E/D

Porsche 917-10, 917-30, 917PA
Shadow DN2, DN4

CLASS K: 1967-1978 HISTORIC FORMULA ONE CARS

Arrows FA1

BRM P153, P160, P201, P207

Brabham BT-20, 24, 26, 33, 42, 44, 45, 46

Cooper T86

Eagle

Ensign N177

Ferrari 312, 312B, 312T, 312T2, 312T3

Fittipaldi FD04, F5

Hesketh 308

Hill GH1, GH2

Honda RA273, RA300

Ligier JS5, JS7, JS9

Matra MS10, 120

McLaren M7A, 14, 19, 23, 26

Parnelli

Penske

Lotus 49, 72, 76, 77, 78, 79

March 701, 711, 721X, 741, 751, 761, 771

Shadow DN1, 3, 5, 8, 9

Surtees TS5, 7, 9, 14, 16, 19, 20

Tyrrell 001-4, 005, 006, 007, P34, 008

Williams FX3, IR, FW04, 06

Wolf WR1-4, 5, 6

CLASS L: 1966-1972 HISTORIC TRANS-AM CARS

Individual cars that actually raced in the Trans-Am Series at that time.