

U.S. Formula 5000 Revival Races

Rules & Regulations

Updated 1/1/2015

General

These rules and regulations are issued to provide information and guidance for the conduct of the F5000 Revival Race Series at various events in the United States.

The events are open to Formula A and F5000 cars built to original regulations that competed during the period 1968 to 1976. In addition to the eligibility requirements outlined below, competing cars must be in full compliance with the Monoposto Formula 5000 Class Specifications dated March 2008, which are included herein.

It is the intent of the Formula 5000 Drivers Association to have an annual Championship contest based on the events sanctioned by the Association.

Objectives

The objectives of these regulations is to provide a framework for the owners of eligible cars and race promoters to enable the demonstration of these vehicles in a competitive, but sportsmanlike manner in order to promote F5000 historic racing in the United States.

Competitors are reminded of the opening paragraph of FIA Regulations Appendix K which states “Historic Competition is not simply another formula in which to acquire trophies, it is a discipline in which one of the essential ingredients is devotion to the cars and their history.”

Classifications

Two classes of F5000 race cars have been established. The classes will be loosely based on age. Class A will be composed primarily of pre 1972 cars and Class B will be composed primarily of 1972 and after cars. Final classification will be advised upon receipt of event entry and will be at the discretion of the Formula 5000 Drivers Association. A third class, Class X, may be added from time to time for F5000 cars, or other invited cars, not conforming to the Monoposto Specifications and other rules and regulations. The Association may add other classes as it deems necessary.

Eligibility

To be eligible to participate in the annual championship, F5000 cars must comply with the Classifications stated above.

Car owners are required to prepare their racing cars to conform to the correct presentation of the car as it raced in the original racing period of 1968 through 1976 in all material aspects such as: motor, wing configuration, chassis and body design, color scheme, and stickers. Cars that are not compliant with proper livery and technical specifications may be excluded from certain events and may not qualify for championship points and race

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event trophies as described further in other sections of the regulations contained in this document.

The Association may disqualify cars and drivers from race points and trophies if it deems the car or driver has violated the spirit of the rules and specifications contained herein.

Driver Behavior

Race drivers need to be mindful that the main objective of vintage racing is to showcase the cars in a friendly and sportsmanlike manner. Overly aggressive driving and contact with other cars and track facilities is not permitted. The Association will warn drivers who display behavior unbecoming of a vintage racer. The Association may place certain drivers on probation status for on-track incidents, and may also suspend or prohibit certain F5000 drivers from racing with the group for overly aggressive racing maneuvers, endangerment of other drivers and cars, and for insufficient racing experience or skills.

Technical Specifications

In addition to the technical specifications outlined in the Monoposto Rules incorporated herein, the following rules will apply:

Engines – Engines will comply with the 5-liter specifications of Formula 5000, which is equivalent to approximately 305 cubic inches. To allow for a slight overbore and testing equipment variance, the engine displacement testing limit has been set at 308 cubic inches. The Association will periodically check the displacement of engines for the top 3 qualifying cars in each class, the lowest lap time cars in practice sessions and a number of other cars it deems appropriate to ensure compliance with this rule.

Engine RPM Limiters – Beginning in 2015, all F5000 race cars are required to have an engine rev limiter set at no higher than 8,000 RPM. The rev limiter can be an MSD box or a Magneto Auto Meter Controller. Periodic checks will be performed before and at the end of races to ensure compliance.

Cylinder Head Valve Angle – The angle of the valves in the cylinder head must be 23 degrees.

The Association is aware that certain engines were allowed to run in period (1968-1976) at a higher displacement and with 18 degree valve angles or with other fuel intake configurations. Although technically, these configurations would be deemed acceptable since they existed during the 1968-1976 period when those F5000 cars raced, the Association encourages car owners to comply with the basic specifications applicable to all cars outlined above. Maintaining the same specifications avoids car performance advantages and maintains a leveled competitive racing field. In certain circumstances, a waiver may be granted by the Association for use of alternative engine specifications that existed in period.

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Wings – The Association is aware that wing designs evolved during the 1968 to 1976 period and certain cars may have raced with a certain wing design or configuration in the early years and in later years with a different design. The Association strongly encourages owners to prepare and race the car as it raced in period. Certain exceptions may be allowed if the same type of car ran with a different wing design/configuration in period and sufficient evidence is presented to make a compelling case for a waiver.

Brakes, Suspension and Other Specifications - Car owners are required to prepare their racing cars to conform to the correct presentation of the car as it raced in the original racing period of 1968 through 1976 in all material aspects. No improvements will be allowed with modern components or designs not used in period, particularly those that provide a competitive advantage. Certain exceptions for safety reasons or cost/reliability may be granted in rare occasions based on compelling evidence and solely at the discretion of the Association.

Violations of Technical Specifications – Cars and owners/drivers that violate any of technical specifications and other rules, without a waiver granted, will not qualify for trophies and championship points. Violators also may be given grid positions penalties and may need to comply with other limitations. Although violators may still be allowed to race with the F5000 group for the remainder of the racing season, any violations must be corrected before the start of the following racing season.

Rain Policy

Racing in Formula 5000 events is an individual choice whether in dry or wet track conditions. Drivers recognize the risk of racing in any track conditions and take personal responsibility for their actions. Obviously, racing in wet track conditions can present greater risks.

The Association will support those drivers that choose to race in wet track conditions. Given the likelihood that only a fraction of the entrants to an event may decide to race in wet conditions, in order for the Association to award championship points at least 50% of the total number of cars in attendance at an event will need to be on track for a race.

The Association strongly encourages each driver who plans to race in wet track conditions to obtain the best available rain tires for maximum grip, properly set up the car and conduct multiple wet practice sessions before participating in competitive race conditions.

Event Characteristics

Each sanctioned event may have at least a Qualifying Race and a Feature Race. If multiple races are scheduled by the event organizer, then only one race will be consider a Feature Race and the other race or races will be considered Qualifying Races. All races will be point scoring, unless the Association determines otherwise. The feature race will score double points. The number of laps for each race will be decided between the

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Association and the event organizer. Grid position for each race will be based on fastest lap or other local practice of the event organizer.

Championship Points

For the events sanctioned by the Association, points will be awarded for each race as follows, based on the finishing position of each F5000 car in each F5000 class A and B separately. Class X cars will not be granted any points.

<u>F5000 Car Finish Position</u>	<u>Qualifying Race</u>	<u>Feature Race</u>
1st	20 points	40 points
2nd	18 points	36 points
3rd	16 points	32 points
4th	14 points	28 points
5th	12 points	24 points
6th	10 points	20 points
7th	8 points	16 points
8th	6 points	12 points
9th	4 points	8 points
10th	2 points	4 points

A Champion for the year will be crowned in each class A and B based on the highest point aggregation at the completion of the season. In the event of equal points being scored by the lead competitors in each class, the winner shall be determined by counting the number of first place finishes, followed by the number of second place finishes and so on until a resolution to the tie is achieved. The overall point leader in both classes will be crowned the overall Champion for the Year.

Trophies

The Association or the event organizer may award trophies to the 1st, 2nd, and 3rd place finishing driver in each Class at some events. A trophy will also be awarded at the end of the season to the F5000 Champion who has accumulated the most points in each of the two classes, as defined above.

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MONOPOSTO RACING

Class Specification

Formula 5000

REVISED March 2008

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FORMULA 5000

I. Engines

5000 cc restricted.

A. Engines approved by the SCCA, pushrod operated valve mechanism, and produced in quantities of at least 1,000 per year.

B. All engine blocks shall be cast iron except the Buick/Oldsmobile 215 which may be aluminum.

C. Aluminum heads will be permitted provided that:

1. The car must meet minimum weight requirements; and
2. Valve angles in the cylinder head are not be changed from those originally available in the production cylinder heads, i.e., Chevrolet heads must be 23° angle.

B. Engines may also be modified or altered as desired except as follows:

1. Maximum displacement shall be 5000 cc and may be obtained by alteration of bore and/or stroke as desired.
2. The location of the camshaft may not be changed.
3. The number of main bearings may not be changed.

C. Engines approved for Formula SCCA, Class A are as follows:

Manufacturer / Original Displacement [Cu. In.]

American Motors 287, 290, 327, 343, 360, 390, 401

Buick 215 [aluminum], 300, 340, 350, 400

Chevrolet 283, 305, 307, 327, 350, 400

Chrysler 307, 318, 340

Dodge 273, 318, 340, 361

Ford 260, 289, 302 [Boss, not tunnel port], 351 [Windsor], 351 [Cleveland], 351 [Boss], 352, 390

Holden 308

Kaiser Jeep 327

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Mercury 260, 302 [not tunnel port], 351 [same as Ford], 390
Oldsmobile 215 [aluminum], 330, 350
Plymouth 273, 318, 340, 361
Pontiac 326, 350, 400

II. Suspension

Shock absorbers may not be more than two-way adjustable and may not have remote reservoirs.

III. Minimum Weight

Minimum weights are as qualified or raced; without driver:
5000 cc unrestricted engine cars - 1,350 lbs.

IV. Fuel Tank Capacity

5000 cc unrestricted engine cars - 30 U.S. gallons maximum

V. Aerodynamic Devices

Aerodynamic devices, including wings and end plates, may not be extended to the rear more than one meter [39.4 inches] from the centerline of the rear wheel hubs or be higher than 80 cm [31.50 inches] from the underside of the chassis to the highest part of the wing. The only exception will be cars with suspension-mounted high wings. Suspension-mounted wings will only be permitted if they were fitted to the car during its contemporary race history. Wing mountings will be subject to the prior approval of the Formula "70" Technical Committee and must have forward-mounted struts. Maximum body width ahead of the rear wheels cannot exceed 140 cm. [55.12 inches]. Wing width cannot exceed 110 cm. [43.31 inches].

VI. Eligible Formula 5000 Cars

Chevron B24, B28, B30, B32, B37
Chinook
Crossle 10F, 15F
Eagle Mk5, 74A, 745, 755
Eisert

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Leda LT20, LT22, LT25

Le Grand

Lola T140, T142, T190, T192, T270, T300, T330, T332, T370,
T400, T430

Lotus Mk 42B, Mk 70

March 72A, 73A, 74A, 75A, 76A

Matich

McLaren M10, M18, M22

McRae GM1, GM2, GM3

McKee Mk8, Mk12, Mk18

Rassey

Shadow

Surtees TS5, TS8, TS11

Talon

Trojan T101, T102