

U.S. Formula 5000 Revival Races

2011 Rules & Regulations

General

These rules and regulations are issued to provide information and guidance for the conduct of the 2011 F5000 Anniversary Races at various events in the United States.

The events outlined below are open to owners and drivers of Formula A and F5000 cars built to F5000 regulations during the period January 1, 1968 to December 31, 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 a Championship contest for the 2011 season 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."

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.

Classifications

Two classes will be established for the 2011 season. The classes will be loosely based on age but final classification will be at the discretion of the Formula 5000 Drivers Association. Class A will be composed primarily of pre 1972 cars and Class B will be

U.S. Formula 5000 Revival Races

2011 Rules & Regulations

composed primarily of 1972 and after cars. Classification will be advised upon receipt of event entry. 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. The Association may add other classes as it deems necessary.

Eligibility

To be eligible to participate in the 2011 championship, F5000 cars must comply with the Classifications stated above.

Car owners are strongly encouraged 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. Beginning in 2012, cars will need to be compliant with proper livery in order to qualify for championship points and race event trophies.

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.

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 considered 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 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. Class X cars will not be granted any points.

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

U.S. Formula 5000 Revival Races

2011 Rules & Regulations

The Champion for the year and the trophy winner will be the competitor with the highest points aggregate at the completion of the season in both of the two Classes A and B. In the event of equal points being scored by the lead competitor in the two Classes, 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. For 2011, two Champions will be crowned, one in each class. The overall point leader will be crowned the overall Champion for the Year.

Trophies

For the 2011 season, trophies will be awarded to the 1st, 2nd, and 3rd place finishing driver in each Class at each event. 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, for the sanctioned events approved for 2011

2011 Calendar of Events

- **June 9-12: Watkins Glen - SVRA**
- **July 7-10: Circuit Mt. Tremblant, Canada – HMP Bobby Rahal Legends of Motorsports**
- **July 14-17: Road America – Kohler International Challenge with Brian Redman**
- **September 23-25: Coronado Island Speed Festival– HMSA**
- **September 30 - October 2: Infineon Raceway – CSRG Charity Challenge**

Other organizations may schedule other historic F5000 car races during 2011. Those race results will not be counted toward the Championship trophy.

The Association may amend or issue exceptions to any of these rules at its sole discretion.

U.S. Formula 5000 Revival Races
2011 Rules & Regulations

MONOPOSTO RACING

Class Specification

Formula 5000

REVISED March 2008

© Monoposto Racing 2008. All rights reserved.

U.S. Formula 5000 Revival Races

2011 Rules & Regulations

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

U.S. Formula 5000 Revival Races

2011 Rules & Regulations

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

U.S. Formula 5000 Revival Races

2011 Rules & Regulations

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