



Vehicle Eligibility Rules 2015

Introduction

To ensure eligibility for Veloce Racing Association (VRA) competition we recommend you contact the VRA Committee before purchasing or preparing a car. All new entry cars are to be checked by the Committee for eligibility before racing, and may be subject to weight restrictions.

The objective of these rules is to encourage close racing with comparable cars, and anything straying outside these rules (i.e. approaching a Sports Sedan) will not be eligible.

Vehicles

- To be eligible for racing with VRA, vehicles must be of the **Alfa Romeo** marque.
- All vehicles with a current CAMS logbook must conform to the logbook requirements. However, some logbook category requirements may offer more freedoms than these regulations. In such cases, these regulations shall take precedence.
- Vehicles should broadly comply with the requirements of one of the following CAMS logbook categories, although they do not have to actually be logged as such:
 - Group S Sports Cars (5th Category Historic)
 - Group N Touring Cars (5th Category Historic)
 - Group 3J Improved Production Cars
 - Group 3E Production Cars
 - Group 2B & 2F Marque Sports Cars
- Notwithstanding the categories listed above, any vehicle fitted with an engine of a different type to that originally fitted to the model, must be specifically approved to race by the VRA Committee. For example, an Alfa 75 Twin Spark engine fitted to a 3J 105 Coupe.
- The Committee may request a competitor modify their vehicle in order to achieve performance parity with other vehicles.

- As always, the VRA Committee has the final say on vehicle eligibility and in which Class it may compete.

Class Racing

VRA Class Racing was introduced in 2015 with the aim to allow a well constructed and driven 'modern car' to be competitive with other cars currently running in the category at an affordable cost. As usual, if we feel the objective has not been met we can make further changes if absolutely necessary.

Racing will be conducted in two classes to be known as **Classico** and **Nuovo**, where Classico is primarily for the older four cylinder race cars and Nuovo is for most six cylinder and modern race cars.

Classico Class

This class is for the older cars such as those fitting in with the Group S and Group N Historic Racing regulations.

Vehicles

- Cars log booked as and/or complying with the requirements of CAMS Historic Group S or Group N are eligible for this class.
- Cars manufactured up until 1991 are eligible for this class.

Wheels & Tyres

- Notwithstanding logbook category freedoms, the maximum wheel diameter allowed is **15 inches**, maximum wheel width is **7 inches** and minimum tyre aspect ratio is **60%**.
- Notwithstanding logbook category freedoms, competitors must only race on tyres approved by CAMS for Group S, N and Production Cars.
- Wheel and tyre sizes used in this class must be as per the CAMS Historic Car Descriptions (Groups S and N), or the same size as factory fitted.

Other

Alfettas with 12 valve V6 engines can run in this class but only with 60% aspect ratio tyres.

Nuovo Class

The Nuovo class was introduced in the 2015 competition year for modern front-wheel-drive and/or 24 valve V6 engined cars to allow more flexibility in relation to eligibility and to encourage development of the VRA Series. Vehicles in this class are weight restricted as outlined in the CAMS 3J rules and set out in the criteria below.

Vehicles

- It is recommended vehicles be logged as CAMS 3J – Improved Production or if AASA logged, comply to CAMS 3J.

- Engines are to remain standard including the throttle body save that ECUs may be re-mapped.
- Exhaust is free.
- Minimum weight shall be as per 3J limits by engine capacity, as shown in Appendix A – Racing Weights.
- Cars may be lightened in accord with 3J regulations down to the minimum weight allowed and will be weighted by VRA to ensure compliance.
- No aerodynamic aids are allowed except factory dress pack items.
- Suspension pick-up points may not be moved but springs, shocks and camber are free.
- Brakes may be changed but must be a production type available from the factory on the model and must fit under the standard size wheels.

Wheels & Tyres

- Wheel and tyre combination shall be the standard size for the model. Not optional or dress pack sizes but what the standard factory model with the same engine wore.
- Tyres used must be on the current CAMS Production Car Tyre List.

Other

- Should a 12 valve V6 Alfetta run even one event with 50% aspect ratio tyres, it will be deemed to be in Nuovo Class for the entire competition year.
- 147GTA and 156GTA are regarded as a separate 'model' from the 147 and 156. A non-GTA 147 or 156 may not be modified to become a GTA of the same model.
- All 24 valve V6 engined cars regardless of age are deemed to be in Nuovo class.

Special Consideration

Vehicles not complying with the requirements of these regulations may be allowed to race by special invitation of the VRA Committee. The Committee may request the competitor to modify the vehicle in order to achieve performance parity with the categories listed above. Please contact the committee for further advice.

Appendix A – Racing Weights

Below is an extract from the SPECIFICATIONS OF AUTOMOBILES – GROUP 3J Confederation of Australian Motor Sport Ltd publication¹, indicating the weight limits required for VRA Racing eligibility.

For naturally-aspirated front wheel drive vehicles, based on the swept volume of the engine:

Up to 1400 cc	875kg
1401 to 1600 cc	965kg
1601 to 2000 cc	1045kg
2001 to 3000 cc	1175kg
3001 to 4000 cc	1285kg
4001 to 6000 cc	1405kg

For rear-wheel drive, add 50kg; for four-wheel drive 90kg.

¹ Source: <http://docs.cams.com.au/Manual/Race/RA26-Group-3J-2015-1.pdf>