



# Rules and Regulations

and

## *Eligibility Standards*

*Ratified December 2004*

### **Section 100**

HSCRS Philosophy

Hold Harmless Agreement

101: Annual Car Statement

102: Eligibility Standards

103: Car Eligibility Regulations

104: Engine Rules for Historic Class Cars (1981-1994)

105: Basic Car Specifications

106: Exhibition car

107: Cosmetics, Historical Accuracy and Presentation

108: Timeline for "Period Correct" Compliance

109: Car Safety and Readiness for Competition

110: Duplicate Cars

111: Duplicate Car Numbers

112: Committees

## The HSCRS Philosophy

Drivers who participate in Historic Stock Car Racing Series events are expected to drive with an attitude that has more to do with the appreciation, preservation, and operation of historic stock cars, and relatively little to do with conventional racing where the goal is to win at all costs. This is not to infer that the HSCRS discourages competition. We encourage competition provided it is done responsibly, safely, and with respect for other participants and their cars. This, is what creates an enjoyable racing environment for drivers and spectators alike as we consider three basic concepts:

### **(a): Responsibility**

An expected result of the great variance in car and driver capabilities will be differentials in speeds and handling. We expect all drivers to honor others' right to perform on the racecourse as their abilities allow. Slower drivers need to be aware of upcoming traffic and, where possible, to acknowledge and point the overtaking drivers around them. Likewise, faster and more experienced drivers should not intimidate, crowd, or put another car in jeopardy to make a pass. Each driver has the right and responsibility to drive to the extent of their capabilities, and to allow other drivers to do the same.

### **(b): Respect**

Our objectives at the track are to promote competition, drive within one's skills and equipment safely allow, and to have fun. Above all, this can only be truly accomplished if all of the drivers share the same philosophy, perspective, respect and consideration for their fellow competitors.

### **(c): Integrity**

The HSCRS will perform spot checks of members' cars, we rely primarily upon the Honor System: the integrity of our members. Simply, if you feel a need to cheat with out-of-compliance engines or non-period correct equipment, we suggest you look elsewhere to satisfy your racing hunger. Camaraderie both on and off the track is of great importance to the HSCRS, and that camaraderie relies upon trust and respect between among the group as a whole. If a driver wishes to go faster, the HSCRS recommends that the driver spend money on racing school tuition, driver development programs, and additional track time as opposed to investing in questionable and suspect equipment. If determined that you have cheated, you have broken the trust that is so important to our group. You may be excluded from any or all future HSCRS Events.

## **Hold Harmless Agreement**

All competitors and non-competitors that submit an application for membership to the HSCRS, or any non-HSCRS member that chooses to compete in an HSCRS sanctioned event, do so with the full understanding that automobile racing is an inherently dangerous event, does voluntarily assume all risk of, and has no claim for, damages against the HSCRS, its officers, agents or representatives. Any participation in an event directly affirms that the owner, driver, and mechanics represent the race car as being properly prepared, in a safe and operable condition, and that the driver is sufficiently experienced and capable of performing in a competitive racing event. All persons connected directly or indirectly with the car(s) being raced assume full responsibility for any and all injuries sustained, including death and property damage, anytime they are in the racing areas.

## **Car Classes**

The HSCRS will maintain three (3) separate and distinct classes of cars, based upon the car's represented year of competition. These are:

**Vintage (V) 1948-1980**

**Historic (H) 1981-1994**

**Contemporary (C) 1995 - 2003**

## **101: Annual Car Statement**

Upon application to participate with any car, the member will submit an Annual Car Statement. In the ACS, the member will attest in writing, to the best of their ability, as to the car's compliance with the HSCRS's established Eligibility Standards and Requirements. Each year upon the renewal of membership an Annual Car Statement must be submitted.

## **102: Eligibility Standards**

It is also hoped that adhering to the these established standards will serve to maintain the history of these cars and make for a more meaningful enjoyable racing environment

In keeping with HSCRS rules, cars in our events must have competed in a NASCAR Winston Cup, Grand National or other NASCAR classification that was the premiere class for that year. Although some cars may have competed over several years, the current body and cosmetics as presented will determine the Car Class. Cars in each class must be authenticated and "Certified". Certified cars are those that, regardless of Car Class, have a verifiable history and supporting documentation. Event participation may be restricted to specific Car Classes (H-V-C) that are listed for that event.

## 103: Car Eligibility Regulations

To meet the base HSCRS MEMBERSHIP eligibility requirements, the owner/member's car must:

**103 (a):** Be a NASCAR Winston Cup stock car, demonstrated to have participated in one or more Winston Cup events, or,

**103 (b):** Be of particular historical significance AND be approved for participation by special application to the HSCRS Executive Committee.

**103 (c):** Comply with the NASCAR rules in place during the car's represented year of competition.

**103.2: Special Interest (SI)** These are cars that our current rules consider for acceptance. These can include documented "historically significant" cars, "grand-fathered" Busch cars, and other cars on a case-by-case basis upon approval by the Executive Committee. For HSCRS purposes, Special Interest cars can be considered "Historic" and allowed to run in that class at an event that does not otherwise include that class.

Otherwise, any Special Interest car will be included in the appropriate car class listed, determined by the year of car as presented.

**103.3: Exhibition (E)** These are REAL NASCAR cars that have not been, or cannot be, documented. While any Exhibition car can be included in the car classes listed, determined by the year of car as presented, Exhibition cars may not be allowed to compete in any or all events in the future as our field size and event organizers so determine. Exhibition cars will not receive event points and are not considered a permanent part of the car class they are assigned.

**103.4:** It is our goal to build each Car Class to the size that we can have a separate run group for multiple car classes at an event. This will offer added opportunities for our members and the event organizers. We may allow multiple car classes to run at designated events, determined by our needs and the organizer's requests. While our main purpose and focus has been and will remain on "Historic" cars, we also wish to provide a home for other classes of car and give them opportunities to run with the HSCRS where appropriate.

**103.5:** The HSCRS has "grand-fathered" a small number of cars from the Group's inception. Continued participation of these particular cars is not to be construed as an automatic acceptance of similar cars that do not otherwise meet the basic HSCRS Eligibility Requirements. Other cars that do not fall within the guidelines of car classes detailed in #103 but can demonstrate their special and/or historical significance may be considered for membership approval on a case-by-case basis, or may be invited to participate in limited events as "Exhibition" cars. (See section 110.)

## **103: Car Eligibility Regulations cont'd**

**103.6: Contemporary Car participation:** Prior to participating with a Contemporary car, a member must be an active participant with a Historic car. Contemporary cars may be used at specific events as determined by the Executive Committee. Event promoters may request the use of Contemporary car(s) at their specific event. Each member may apply for a hardship waiver to use a Contemporary car at an otherwise Historic car event 1 time each racing season. The applicant must give specific reasons why their Historic car can not be used therefore, necessitating the use of the Contemporary car.

**103.7:** Participation with a contemporary car is limited to 1 event for every 2 events where a historic car has been used. As an example, if a contemporary car is used the first race of a season, the contemporary car may not be used again until the member has participated in 2 additional events with their historic car.

## **104: Engine rules for Historic Class cars (1981-1994)**

### **Basic Engine Rule for HSCRS:**

**358 CUBIC INCH V-8 (MAX .030 OVERBORE).** Maximum carburetor size is 850 CFM. Maximum compression for a "roller" cam engine is 10.0 to 1. Maximum compression for a "flat" tappet cam engine is 12.0 to 1.

Winston Cup, Busch and Craftsman Truck engines may be used in Historic or Contemporary cars. Engine design should comply with the year for which the car is prepared. V-6 engines for Busch cars of the appropriate year are acceptable.

The HSCRS reserves the right to establish OR change standards regarding engines and the use of certain engine components. Existing engines that do not comply may be approved from the Executive Committee to delay changes until a point of time in the future. HSCRS may conduct testing as deemed necessary in supporting these rules.

## **105: Basic Car Specifications**

**105 (a):** Weight: Minimum 3600 lbs with driver and full fuel cell

**105 (b):** Wheels: 15 X 9.5 steel or 15 X 10 steel, depending upon NASCAR specification for represented year of competition

**105 (c):** Tires: Bias ply 27.5" X 12" maximum. Tires used in competition may be specified per event based upon availability by the HSCRS

**105 (d):** Transmission: 4-speed T-10, Borg-Warner, or Jerico

**105 (e):** Rear Gear: Ford 9"with Detroit locker

**105 (f):** All other parts, except for HSCRS-required safety modifications, must have been used during the period the car was raced. This includes, but may not be limited to: brakes, shocks, carburetors, pumps, coolers, gauges, etc.

## **106: Exhibition car**

**106 (a):** The intent of the HSCRS is that the Group feature accurate and verifiable Winston Cup cars. A correct and verifiable stock car will be a car that meets technical compliance and cosmetic accuracy with the “as presented” year and class of competition, and whose owner provide documentation of authenticity.

**106 (b):** Documented cars in classes, Historic, Vintage or Contemporary, will be given preference over Exhibition cars at any HSCRS race event. It is possible that an application for entry into a specific event from an exhibition car might not be accepted due to the number of documented entries.

## **107: Cosmetics, Historical Accuracy and Presentation**

**107 (a):** Must be "Period Correct" cosmetics – hood, bumpers, paint scheme, sponsors, associate sponsors, contingency decals, etc.

**107 (b):** May portray any driver, numbers, sponsors, and paint scheme that the car was raced in period.

**107 (c):** Must be clean, presentable, and without damage from a prior event.

**107 (d):** The Group recognizes that, particularly with older cars, there will be some difficulty in obtaining 100% accurate contingency decals and some sponsorship decals. Therefore, a car will not necessarily be considered "period incorrect" if some of the car's decals are not year-exact. This determination will be made by the Authentication committee.

**107 (e):** It is desired that each car will have its history on display in the paddock area during the event for members, officials, and spectators.

## **108: Timeline for "Period Correct" Compliance**

**108 (a):** A car that meets the base Eligibility Requirement(s) but has incorrect cosmetics will be granted a reasonable period in which to participate in HSCRS events while the car is brought into "Period Correct" compliance.

**108 (b):** It is our desire that the car owner/member will establish, and present for consideration to the Executive Committee, a reasonable timeframe that the member can and will follow to bring the car into compliance.

## **109: Car Safety and Readiness for Competition**

Guidelines may be updated, as is deemed necessary to maintain a minimum level of safety. These may include:

**109 (a):** Minimum 5 lb. NASCAR-spec fire system. Engine compartment fire system is strongly recommended.

**109 (b):** Battery must be securely mounted and enclosed.

## **109: Car Safety and Readiness for Competition cont'd**

**109 (c):** All oil lines in cockpit must be shielded.

**109 (d):** Rear-view mirrors: mandatory Left and Center mirror. Right -side mirrors highly recommended. Each driver must be able to demonstrate rear as well as left and right side vision to tech inspector.

**109 (e):** A functioning Brake Light must be installed.

**109 (f):** Current fuel cell, with no openings in cell container.

**109 (g):** A secure fuel filler must be maintained to prevent spills on the track. Conversion of the original quick-fill system to one utilizing a safety cap is recommended. Suggested:

JAZ; part number 350-225-03 (2 ¼ inch filler)

JAZ; part number 350-250-03 (2 ½ inch filler)

ATL; part number RF-108

**109 (h):** Seat belts must be replaced at the manufacture's expiration date or 5 years from date of manufacture whichever occurs first.

**109 (j):** A steering wheel engine kill switch is strongly recommended.

## **110: Duplicate Cars**

HSCRS will make every effort with the hosting sanctioning body to allow duplicate historic cars. In the event the hosting sanctioning body will not allow duplicates the following will determine which car has priority.

**110 (a):** Identical/nearly identical cars wishing to participate will require approval from the HSCRS Executive Committee. Participation of identical or nearly identical cars in a particular event will be subject to the approval of the HSCRS Executive Committee. Priority will be given to the first of these cars to be registered with HSCRS.

**110 (b):** Seniority rights will be lost to the car that has not participated in at least two events in the prior season.

## **111: Duplicate Car Numbers:**

**111 (a):** First member to register with HSCRS and authenticate their car(s) with the correct car number (refer to "Period Correctness") has first right to that car number.

**111 (b):** Subsequent members with a duplicate car number may be asked to alter the number (adding a '1' before or after etc.) based upon seniority

**111 (c):** Seniority rights will be lost to the car that has not participated in at least two events in the prior season.

## **112: Committees**

In the interest of maintaining the desired standards of the Group, the HSCRS will establish among its members the following committees:

## **Executive Committee (3 - 5 members)**

### **(a) Committee make-up:**

- Group President
- 1 Northern member
- 1 Southern member
- Must be involved in group activities

### **(b): Responsibilities**

- Set direction of group
- Draft and approves rule changes
- Establish event schedule
- Oversee Group finances, budget safeguard

## **Executive Committee cont'd**

### **(b): Responsibilities cont'd**

- Deal with appeals of other committee decisions
- Approve new member applications
- Create and update member applications format as needed
- Determine membership fees
- Review racing incidents
- Investigate member complaints
- Draft rules of competition
- Notify members of any sanctions

## **Technical Committee (2-3 individuals)**

### **(a): Qualifications:**

- Possess knowledge of proper safety components and requirements for HSCRS cars
- Capable of conducting compliance testing
- Participates in at least 80% of events

### **(b): Responsibilities:**

- Perform safety checks of cars at each race
- Perform random weighing of cars - each car a minimum of once per year
- Perform random pumping of motors
- Check for "period correct" parts and cosmetics



## Section 200

*Ratified December 2004*

**201: Driver Eligibility**

**202: Mentors**

**203: Driver Safety**

**204: Responsibilities in event of an on-track accident**

**205: Driver Attitude**

**206: Common-sense Rules, Obligations and Courtesy**

**207: Car-to-Car Contact**

**208: Driver Errors**

**209: Driver Meetings**

## **201: Driver Eligibility**

**201 (a):** HSCRS requires that participants possess the following basic standards of experience and/or professional instruction: Drivers must attend a professional high-performance driving course; minimum of a 3 to 4 day basic course. Recommended attendance in additional advanced classes, or equivalency through past verifiable racing experience, and demonstrated proficiency in the stock car the member plans on racing. Personal driver development conducted by a recognized driving school check-out and sign-off by an approved HSCRS member at an open-test session; Documented racing experience in the same or similar car.

**201 (b):** New members will be assigned a "Mentor" member for the first event. The Mentor will cover HSCRS rules and expectations for passing, track etiquette, hand signals, racing line, braking, gears, etc. The Mentor and/or Group will determine any other input and/or restrictions that may apply. (These may be on an event-by-event basis, and based upon factors such as track conditions, number of participants, the new member's performance and grasp of the rules, etc). The new member will meet with the Mentor before and after each on-track session to cover input, questions and restrictions. The Mentor will discuss with the organizer and/or Group any further development plans or restrictions that may be needed to participate in future events.

**201 (c):** A driver regardless of experience shall be considered a "rookie" when competing in their first HSCRS event. This will require them to start at the back of the field in all qualifying or final races for the weekend regardless of qualifying time. If more than one rookie is in attendance they shall be gridded according to qualifying times at the back of the field. A rookie driver will be released for regular competition upon completion of the second event without incident and after being released by their mentor or the EC for competition.

## **202: Mentors**

Serving as a Mentor to other members of the HSCRS should be considered a position of distinction and honor. A Mentor can have a significant impact on a new member's ability to get, literally, "up to speed" with the more experienced members of the Group. All members, from the lesser experienced to other long-term members who simply desire to further hone their racing skills, can seek out the Mentor for assistance.

**202 (a):** Serving as an HSCRS Mentor is a voluntary position. To be eligible to volunteer as a Mentor, the member should:  
Be a long-term member of the HSCRS. Possess significant and demonstrable vintage racing experience; Have a significant and demonstrable level of professional racing experience.

## **202: Mentors cont'd**

**202 (a) cont'd** : Providing direction to new and existing members who can benefit from another's greater levels of expertise and experience can be enriching to both the Mentor and the student. Often, even the Mentor gets to learn something in the process.

## **203: Driver Safety**

Safety is of paramount importance to the HSCRS. Safety for others does not simply rely upon experience and prudence; we believe that there also needs to be a high dose of common sense. Common sense also dictates that the driver needs to provide for their own personal safety. Being safety conscious isn't an indicator of being scared; it's a matter of being smart.

**203 (a):** Required driver equipment:

**Helmet:** Snell 95 is required. Snell 2000 or later is highly recommended. However, the requirements of the hosting sanctioning body will prevail. Closed-face helmet is highly recommended **Driving suit:** Two-layer or better rating, or one-layer rating with Nomex undergarments.

**Gloves and Shoes:** Race-approved, non-flammable full-coverage material.

**203 (b):** Additionally recommended:

Head and neck safety device (HANS, Hutchins or similar device, is highly recommended).

If the driver has any known allergies to medications, they should be wearing the appropriate Medic Alert jewelry and/or provide such information to the Group organizer in case of emergency.

**203 (c):** New members will also need to demonstrate to their assigned Mentor the driver's familiarity with the placement of, and access to, fire safety equipment in their car.

**203 (d):** All drivers must have a valid and current HSCRS Medical Form on file. A new medical exam is required every 2 years unless the driver is over the age of 60. At 60 years of age an annual physical is required.

## **204: Responsibilities in event of an on-track incident**

An incident is any action which results in damage to your car or someone else's car. If the on-track incident does not disable the car the driver is to pull into the designated Black Flag/Impound area, unless otherwise directed by the track's safety personnel.

## **205: Driver Attitude**

A driver's attitude will quickly translate into their conduct both on and off the track. We refer to this as a "Vintage Plus Attitude". Some of the most basic rules of the track are based in a driver's attitude about themselves and their fellow competitors.

## **205: Driver Attitude cont'd**

A Vintage Plus perspective is to be as aware as possible of what is going on around your car. Where is your closest competitor? If they're near you, have you left enough room for both of you to survive the moment? Having your nose in front doesn't mean you own the corner outright.

The other car is still present, is still racing, and has the right to sufficient space to co-exist on the same parcel of track that you're currently riding in. This is not to say that you have to fully give up your line, but that you simply need to leave room i.e., a car width plus a few extra feet. You do not need to slow down, pull over, drive off line, or put you or the other car at risk.

Likewise, just because an overtaking car does not yet have his nose in front does not mean that they don't have some claim to the corner, either. If you drive all the way to the apex and that car was far enough up, or approaching so fast that contact can reasonably be expected to happen, you have just violated the concept of Vintage Plus racing. You must be aware of relative speeds and car positions, and then quickly and sensibly decide what you can and cannot do. Competitive measures such as late braking or threshold braking require great skill and experience. Adapting to a track's changing conditions, or making allowances for faster and slower cars, requires that you are constantly aware of your surroundings and attuned to your car. It comes down to the application of some basic physics, and a lot of good judgment.

Being able to get to or stay in front of the pack should be based on superior skill (more so than on equipment) and not by one's willingness to commit mayhem. Being a race driver entails acknowledging the other driver's right to exist and compete on the track, leaving them sufficiently safe racing room, and then instantaneously picking and driving a racing line using the part of the track that is left to you. If you demand or need the entire track to race, then take advantage of open testing days or other opportunities where you need not be concerned with competitive traffic and can run your line consistently. Wheel-to-wheel racing entails dealing effectively with your competitors while still driving within your capabilities.

HSCRS members, as well as spectators, have found it much more enjoyable when passing and side-by-side racing frequently occurs. To best accomplish this, the driver needs to apply all of the attitudes covered herein. He/she must be competent enough to drive safely and competitively even when having to give up their line, recognize their limitations, and clearly understand that there is no corner, or race, important enough to put yourself or any fellow competitor in jeopardy. Vintage Plus racing requires an attitude of accommodation, consideration, and respect. It does not allow for out-of-control racing, nor does it shift the responsibilities of safe and courteous driving to any single driver in any racing situation. The Vintage Plus racing attitude should foster safe competition, passing, and side-by-side racing. The dividend is fun for drivers and spectators alike.

## **206: Common-sense Rules, Obligations and Courtesy**

Understand and abide by Vintage Racing Rules. Always drive within one's abilities - your own and that of your equipment. Demonstrate track courtesy with all competitors (fellow HSCRS members and otherwise), especially in congested traffic and in passing situations. A car does not need to have completed the pass before the overtaken car should give them proper racing room. While the responsibility of the pass lies primarily with the overtaking driver, the driver being overtaken has an equivalent responsibility to be aware of what is happening on the track around them and drive accordingly.

A driver should slow down and point another car to pass if the other car is clearly faster and has been tailing that driver for one or more laps. Drivers should not block, or otherwise impede the passing of any car.

Any driver operating their car in a manner deemed to be dangerous will be Black Flagged and required to stop at the designated Black Flag Station. Depending upon the interpreted severity of the circumstance, the driver will be (A) warned, (B) removed from the course, or (C) suspended from the event. (See section 208.) Regardless of the decisions made by the officials in the Black Flag Station, three (3) Black Flag situations for aggressive driving issues in a single event will send you home for the weekend. (See section 208.) Honor all flags and signals of track officials. Never assume you know more than they do.

In any issues regarding an on-track infraction that was not initiated by a decision of the HSCRS, but by the sanctioning body of the event, the sanctioning body will have the final word in any punitive decisions for the on-track infraction.

## **207: Car-to-Car Contact**

Car-to-car contact is absolutely contrary to the spirit of Vintage Racing. All incidents will be thoroughly investigated by the HSCRS, and likely by the sanctioning body of the event. In instances of car-to-car contact:

**207 (a):**The driver judged to be at fault in an instance of contact, or for a situation involving great recklessness or severe negligence, will be immediately excluded from further participation in the event, and possibly any future events for such a period as deemed appropriate by the HSCRS Executive committee.

**207 (b):** Repeated instances of contact in which the driver is judged to be at fault, whether in the same event or subsequent events, will require that the driver enroll in and satisfactorily complete a professional high-performance instructional courses before being allowed to participate in any further HSCRS events. (In these instances, it is possible that the HSCRS will determine which courses the driver must complete in order to be considered for future participation.)

## **207: Car-to-Car Contact cont'd**

**207 (c):** Any driver removed from competition for any of the above instances will be required to serve a probationary period upon return to competition. Should the driver be involved in another such incident during this probationary period, they may be refused participation in any future event or banned completely from future HSCRS competition if the severity of the incident(s) warrants such as deemed by the Executive Committee.

## **208: Driver Errors**

In some instances a driver may be termed as over-driving which can affect other drivers and limit racing opportunities through the creation of caution periods. Instances where the driver can be Black Flagged and directed to the Black Flag Station are, but are not limited to:

Overly aggressive driving.

Unsportsmanlike conduct.

Reckless or negligent driving.

Any "spin" which stops the forward progress of the race car.

**208(a):** In the event of an on track spin of less than 180 degrees a driver may continue safely without penalty. A second spin in the same session requires the driver to report to black flag for consultation and car inspection. A third spin in the same session requires the driver to pull off the track and return to the paddock for consultation with the driver's committee at the end of the session.

**208(b):** Any on track incident in which a car has four wheels off in any session requires the driver to report to black flag for consultation and car inspection. A second incident in the same session with four wheels off requires the driver to pull off the track and return to the paddock for consultation with the Executive Committee at the end of the session.

**208 (c):** Any driver failing to heed a black flag or voluntarily reporting to black flag for incidents listed in 208b, must start the next session, including a race, at the rear of the grid.

**208 (d):** Any driver who is determined by the Executive Committee to create unsafe conditions for themselves or other competitors, is subject to penalties equal to contact incidents.

## **209: Driver Meetings**

All HSCRS drivers' meetings are mandatory. It is the responsibility of the driver to attend all drivers' meetings, whether called by the HSCRS or Event's sanctioning body. Failure to attend the meetings can result in being placed at the rear of the grid for the next race.

2/17/05