



## Code and Regulations ~ 2018 (Revised 1/17/18)

### Policy (Text in RED indicates changes)

It is HSR's policy for all cars to be restored, maintained or built to the configuration as they were or would have been raced in a recognized series. Cars may be built up to competition specifications using streetcar platforms or from other resources, but the completed make and model should be identical in all respects to an actual example. The only modifications that are acceptable are those required by HSR in the interest of safety. Modifications that increase performance or handling to later or contemporary standards are not permitted.

HSR Five Year Rule: A particular Make & Model must have been first built and raced at least 5 years prior to the start of the current year, in order to qualify for awards. Once the first year of that Make & Model meets the five year point, all later cars of that series are eligible.

#### **Cars should be retired from all forms of professional racing.**

HSR also has eligibility for racing series cars that may not be considered as vintage or historic by the more traditional vintage racing organizations. These cars most often will have supplemental regulations administered and published by a third party organization. When this is the case, those regulations will prevail over this HSR Code when in conflict.

HSR will publish Supplemental Regulations for various makes, models and categories from time to time. Any of these that apply to a particular car will be used in conjunction with this HSR Code and the appropriate Tire Specifications, to determine suitability and legality.

### **General Rules and Regulations**

**Race Car Information Sheet (RCIS):** All cars new to HSR must have submitted an RCIS prior to being accepted and classified. This provides vital information to ensure proper group and class placement.

#### **Vehicle Eligibility:**

- Vintage and Historic Production cars thru ~ 1974.
- Street Stock cars as specified in the HSR Street Stock Category supplemental regulations.
- Sports Racing cars thru 2012.
- IMSA GTX, GTO, GTU, SCCA GT1 thru 5, FIA GT, etc. 1975 thru ~ 1984.
- Post-Historic Production and GT cars (IMSA/FIA/Grand Am/World Challenge, Trans Am, etc.) thru 2012
- Historic GTP/Group C through 1993, World Sports Cars/Daytona Prototypes, LMP thru 2012.
- Historic Stock Cars (Winston Cup, Busch Grand National) thru 2012.
- Formula cars, F/V, F/F, F/SV, F/B, F/2, F/Atlantic, F-3000, F-5000, F-1, Indy, and Indy-Lights thru 2012.
- Track Day Cars that meet acceptable esthetic and safety standards.
- Other historically significant cars by application.
- Race cars from invited series that are compatible with the HSR spirit and mission.

## Race Group and Classification:

Placement in a race group and class is based on information provided on the RCIS and specifications observed at an event. Pre-event entry lists may be subject to corrections once the event starts, based on erroneous or new information. It is the entrant's responsibility to bring any perceived errors to the attention of HSR officials.

### Examples of reasons for reclassification.

- Wrong tires for class or group.
- Engine displacement incorrectly reported.
- Incorrect or unreported aero devices; wings, splitters, spoilers, etc.
- Car incorrectly classified to begin with.
- Driver request to move "up" to faster class/group.
- Driver deemed under qualified for assigned group.

## Driver Safety Requirements:

- Helmets: Automobile racing helmet with a Snell Foundation SA2010, SA2015 or FIA 8860-2010 certification. Full-face helmets are strongly recommended.
- Driving Suit: Suit and Underwear of fire-retardant material; Minimum SFI 3.2/5, double-layer Nomex or FIA 8856-2000 or equivalent.
- Gloves & Shoes: SFI 3.3 or FIA 8856-2000 gloves and shoes.
- Glasses, goggles or a face shield.
- **HANS and other FIA-approved head restraints can help prevent injury in catastrophic incidents where impact is very high and at a front angle. HSR highly recommend their use and the correct installation. It is the decision and responsibility of the individual participant to use or not use a device of choice.**

## Race Car Safety Equipment and Conditions:

1. **Roll Bar** – The main roll bar hoop must be at least 2" higher than the driver's head. The design of the roll bar/roll cage structure is the entrant and driver's responsibility but it is recommended to follow SCCA or FIA specifications. Cars built to pre-1972 racing specifications should not extend the cage to suspension points. However, it is allowed and recommended to attach the fuel cell mounts and driver seat mounts to the cage structure.
2. **Fuel Cells** – An FIA/FT-3 approved fuel cell is required. The fuel cell must be replaced or re-certified in 10 year cycles. An inspection at 5 years of age is highly recommended. Fuel cells that cannot be age verified must be recertified before the next event. Certain modern street stock cars with centrally located safety tanks may be given a race-to-race waiver. The fuel cell vent should have a one-way check valve, such as a PCV valve, to prevent fuel overflow.
3. **Seat Belts** – Minimum of a 5-point racing type seat belt, shoulder harness, and submarine strap is required. The mounting hardware and all attachment points must exceed the strength of the actual belt. Snaps must be pinned or safety-wired. The date of manufacture should not exceed 5 years, however, the Chief of Tech may disqualify worn or damaged belts of any age.
4. **External Cut-Off Switch** – The switch must cut off electrical power to the engine's ignition system and all fuel pumps. The switch should be clearly labeled with the standard lightning bolt decal. Additionally, it is recommended that all cars with an electric fuel pump be fitted with an oil pressure controlled cut-off switch. (NAPA 701-1577 or equivalent)
5. **Fire Extinguisher** – A minimum of a 2.5# B/C approved, hand-held fire extinguisher or a 5# on-board fire suppression system installed to SFI 17.1 specification is required. All hand-held extinguishers must be securely mounted with a metal clasp within reach of the driver. All extinguishers must be labeled for currency and be recertified every TWO YEARS. On-board systems should have all lines and nozzles checked and cleaned annually.
6. **Firewalls** - There must be a metal firewall between the cockpit, engine, and fuel tank. No open holes are permitted.
7. **Lights** - All cars, except formula cars, must have a working brake light. Formula cars must have a working rain light, if running in limited visibility conditions. Cars running enduros after sunset must have two headlights and two taillights. Glass headlights must be taped.

8. **Fluid leakage** - All fluid vent lines must be routed to a supplemental catch tank. No leakage of any type is to be permitted.
9. **Mirrors** – All cars must have at least one rear-view mirror.
10. **Excessive wear** - Suspension, steering linkage, wheel bearings, drive shafts, etc. must not have excessive free-play or be out of adjustment.
11. **Cosmetic appearance** - Cars should be presented in a properly finished condition, to a high standard, both cosmetically and mechanically. Cars with existing cosmetic damage or in partial primer will not be permitted to race.
12. **Arm restraints/window nets** - Window nets in closed cars and arm restraints in open cars are highly recommended. Cars that traditionally raced with plastic side windows are exempt. Arm restraints should be attached to the forearm and limit the movement of the driver’s hands to just above the helmet.
13. **Exhaust** - Exhaust systems must be designed so that gasses cannot enter the driver’s compartment. Coupes with exhaust pipes that exit in front of the rear wheels must have both side windows open while racing.
14. **Towing eyes** - All cars, other than formula, must have tow hooks for easily accessible towing. A D-ring strap carried in a secure place is acceptable. The roll bar is not considered a good place to attach a towing strap. Location of hidden towing eyes should be clearly marked with an arrow decal.
15. **Anti-Freeze** - Cooling systems may not contain anti-freeze. Non-slippery wetting agents and lubes are permitted.
16. **Log books** - All cars should have a logbook that is presented at tech. Those without logbooks will be issued one on request.
17. **Racing Numbers** – All racing numbers are assigned on a first come/first served basis for each event. Early entry is the best strategy for obtaining your requested number. Numbers must be clearly visible to Timing & Scoring for proper identification. Minimum requirements: 8” high, 1.25” stroke, on a contrasting background. Numbers should be prominent on both sides and the front of the car. Rear numbers are optional.

**Supplemental Regulations:** The various Groups, Classes, Categories and Series may have additional specifications and exceptions that must be respected along with these General Rules. Individual Makes & Models will have sheets that describe standard specifications and allowed modifications. These will be found on the HSR website.

**Racing Fuel:** Fuel used during all HSR events will be track supplied race fuel or premium pump gas or equivalent. No oxygen enriched fuel or “exotic fuels”. Cars which traditionally use special fuels such as methanol are exempt as long as the fuel used was legal historically.

**Chassis:** Cars must use the same type of suspension as originally manufactured. Type and number of springs and shocks must be original except tube-type shocks may be substituted for lever-type shocks. Remote reservoir shocks are prohibited in Vintage and Historic Production cars. The suspension pick up points must be in the original locations.

**Engine:** The engine must be of the same type and material as originally provided in the years of production. Period type engine modifications are permitted. For every car entered, the specific engine displacement must be disclosed in a certified engine builder’s form. Stock bore may be increased by .047”/1.2mm so long as the standard stroke is retained, unless supplemental regulations state otherwise.

**Induction:** All cars should respect the rules of the series they historically competed in. In particular, prototypes are required to have intake restrictors or throttle bodies appropriate for their historic series.

**Wheels:** Width: 1.5 inches over stock or as homologated or as specified in supplemental regulations. Wheel diameters other than stock must be listed as options on Supplemental Regulations or be specifically approved by Technical Director.

**Tires:** HSR will publish a separate tire list that specifies what tires that are legal for each group and class. Cars within the same group or class may not always have the same tire permissions.

**Body:** Body modifications from original or as originally raced are not permitted. Specifically flares, spoilers, and air dams are not acceptable unless originally fitted and raced in period. Documentation is required for unusual devices.

**Aerodynamics:** If allowed in a category or class, any aero devices must be in compliance with the rules of the racing series that the car is prepared for. Generally speaking, production and GT cars may not have a wing higher than the roofline or further back than the rear bumper. Series cars such as Porsche GT3 Cup must use the series approved wing.

**Technical Inspection:** All cars must pass technical inspection prior to participating in an HSR event. The car must be presented at Tech in a race-ready condition with all necessary forms and driver equipment. The Technical Director or Chief of Tech may reject any car he deems unsuitable for competition based on these rules, or for other unspecified reasons. It is the owner and driver's responsibility to insure the car is in safe working order at all times and in compliance with these rules. The Chief of Tech will oversee an annual tech program, to include safety equipment. The Technical Director will decide on issues concerning general rules compliance. Having passed event tech or holding an annual tech does not exempt any car from further scrutiny at any time during an event.

**Official Weights:** Virtually all eligible cars have an official minimum weight. The *Official Weight* must be met or exceeded at all times during the event. Unless specified, all official weights are measured "as qualified", with fuel and driver. The official weights are listed by make and model in the *Supplemental Regulations*. When weights are listed without driver, car may optionally be weighed with driver by adding 175# to official weight figure.

**Notice:** As a condition of entry acceptance by HSR, all entrants and drivers must certify they have read these rules and their entry complies with these rules. HSR reserves the right to interpret, apply, modify, or create new rules at its sole discretion, at any time when appropriate.