



CAROLINA VINTAGE RACERS 2017 RULES AND REGULATIONS

The purpose of this club is to show fans the roots of modern day racing; to give recognition to cars, drivers, and crews of early racing; and to have fellowship with fans and fellow racers, better friendship, fellowship, and sportsmanship. It is not to win or lose, but to have fun safely!

It is our hope that this club will grow strong, as well as become a club that others will want to be like. Officials of the club must use common sense for a fair call. Safety is always our first concern.

The rules and guidelines in this document are designed to provide for the orderly conduct of racing events, detailed car construction, and membership requirements. All rules are subject to change.

Any and all decisions or interpretations of these rules and enforcement of these rules and regulations set by the club officials will be final.

All new cars must be inspected and approved by club officials and in compliance with these rules and safety before being allowed to compete.

CODE OF CONDUCT

Club members must conduct themselves in a professional manner and comply with rules and regulations set by officials of the club. Vintage exhibition racing provides an opportunity to showcase vintage race cars in a competitive event. Therefore, in order to protect both car and driver, rough driving will not be tolerated. In all events, any contact with another car can result in disciplinary measures up to suspension from participating in future vintage racing events.

MEMBERSHIP

1. To be a racing member, you must have a valid driver's license from the state you live in and be 21 years of age.
2. All new racing members have a 3-race probation period.
3. To be eligible to drive, the driver needs to be out of other competitive upper-level racing for a period of 5 years. You are not eligible to drive a vintage car if you have raced in another type of competitive race care on the same day.
4. Every racing member will be responsible for his own crew. Inappropriate behavior by a member or crew member can result in suspension of crew and/or member. If a member intentionally causes harm and/or damage to another member and/or their equipment, that person or persons will have membership revoked.

5. All members and crew will be required to conduct themselves as a professional at all times when representing the club.
6. It is member's responsibility to report any revenue to the club treasurer or club officials.
7. No rules will be discussed at racing events. Questions and items of interest can be presented in writing to officials of club at the track, mailed, or emailed.
8. All safety rules are guidelines for membership and there is no guarantee of the safety to prevent injury and/or death before, during, or after an event that the club attends.
9. All racing members will be required to sign a release before running an event. All cars must meet safety requirements; if not, they will be disqualified until corrected. One crew member will be allowed on track if necessary.
10. No car can carry more than one person in race and practice. Car should be cleaned and repaired before the next race.
11. Any member or person who participates in an event shall not have claims, or take any action for damages, injury, death, or expenses of any kind against the Carolina Vintage Racers (association), member, participant, or the promoter by reason of disqualification, suspension, injury, death, or damage of any kind to either car, driver, crew member, or any other person attending with member and all persons above named adopt and agree with the above in return for being allowed to participate in said activities and forever waive and quitclaim the same.
12. If a nonmember drives a member's car in a special promotion, that person will be required to sign a waiver before participating. NO exceptions to this rule.
13. No member or crew will consume drugs and/or alcohol before or during an event!
14. All members are required to attend drivers' meetings before event. All drivers missing the meeting will start in the rear of race.
15. Starting positions will be drawn or you can start in rear if driver wants to.
16. All race cars must meet safety requirements.
17. All cars must have data sheet completed for club and track promoters.
18. All members will be required to follow all rules of the governing body that sponsors each event, including flag man and pit stewards.
19. If any member or nonmember builds a car that does not meet current rules, that car will not be allowed to run any races.
20. If cars for other clubs meet all rules and safety standards, they are welcome to run with the club. Nonmembers have one event before membership. Racing membership fee will be \$50.00/year. An associate membership is \$20/year. An associate membership is a supporter of club activities that is entitled to a vote in club issues that does not race a car. Any associate member can pay the additional \$30 to be eligible to become a racing member. Associate members get mailings, schedules, and are made aware of club activities. New cars will be assessed a \$10 inspection fee before each race, if not joining the club.
21. Raceceiver: It is mandatory that each driver use a Raceceiver (one-way radio device) at tracks where utilized. These can be rented or purchased from SEST series for cost

- saving. The proper frequency has to be programmed into the Raceceiver in all cases. One official to provide information & direction to drivers through these devices.
22. Club officials can deny or accept membership dues. The club officials have the final decision of driver and/or car eligibility.
 23. To promote equality and competitive racing among the racers, drivers should limit their wins to 3 per season. After 3 wins, a driver may be moved up to modified class or a handicap may be placed on the racecar, such as added weight, smaller car., etc.

BODIES

1. Years of body 1930-1975 allowed. American-made cars only. No trucks or station wagons.
2. No spoilers or wings on front or rear of 6 cylinder or V8 cars.
3. No fiberglass bodies or body parts. Body must be steel and stock appearing.
4. Front and rear bumpers required. Bumpers may be stock or tubular type or stock appearing. NO plastic noses or rear bumpers are allowed.
5. Doors, roof, hood, and deck lid mandatory and securely fastened down. Fenders required.
6. Tires and wheels should not protrude outside body line any more than 5 inches maximum.
7. Cars should maintain a neat and clean appearance with NO mud or dirt falling out of car.

CHASSIS

1. Frames: OEM, American Stock manufactured chassis from front cross member to centerline of rear end housing must be maintained. No Winston, Nextel, Spring Cup; no Busch or Busch North, Nationwide Grand National; no ARCA; no Craftsman truck; no late model fabricated tube or offset frames. No pickup truck chassis allowed. No Corvette chassis allowed. No Mustang II stock or aftermarket frame components. Tube supports from spring bucket out and from turn down behind rear is ok.
2. Bodies can mix and match frames using same wheelbase as year of body used within 4 inches.
3. Rear Suspension: Long truck trailing arms and pan hard bars are allowed, 3-link and 4-link are allowed. Leaf springs with shackles or sliders are allowed. No bird cages, no coil-overs, and no coil-over springs.
4. Unibody cars must have full stock frames. Fairlane, Comet, Falcon, Chevy II, Mustang, Dodge Dart and Corvair bodies are allowed.
5. Front Suspension: All lower control arms are to be stock, but can be modified. Upper A-frame can be stock or after market.
6. No torsion bars, & no coil over shocks in 6 cylinder or V8 classes. No adjustable or rebuildable shocks in 6 cylinder and V8 classes.
7. Screw jacks must be a minimum of 1-inch diameter.

8. Any chassis may have another model and type OEM front frame section (front clip) welded in replace of the OEM front frame selection. The point of splice should be approximately 5" behind firewall. For pre 1958 frames, if replaced with a later model front clip, the V8 engine must be located by the rule of, number one spark plug hole centerline shall be set back a maximum of 1" behind the centerline of the upper ball joint.

SAFETY EQUIPMENT

1. All drivers must have the safety equipment: Snell Approved SA2000, SA2005, and SA2010 labeled full-faced or open helmet, goggles, fire protective gloves and shoes. Full-coverage fire suits mandatory at all events. Head and neck type protection with SFI certification highly recommended.
2. All new car roll cages no less than 4-bars in left door and 3 in right, main cage must be made of 1-3/4" O.D. x 0.095" wall tubing. Down bars can be 1 1/2". All roll bars within reach of driver must be padded with proper roll bar padding material. Driver's seat must be fastened to cage or frame, not to floor plan. The main cage's four corner vertical tubes must be securely welded to the OEM chassis.
3. Window nets required! Glass or plastic windshields mandatory! All cars must have full windshield mounted from A-post to A-post and bottom to roof mounting surfaces. Screen wire windshields are prohibited.
4. Fire extinguishers mandatory and accessible to drivers, with a solid, sturdy mount.
5. Battery box in or out of car must be securely fastened and covered inside car.
6. Open drivelines must have catch loop at least 1/4" x 1-1/4" steel. Drive shafts and lead (weights) must be painted white with car numbers on each.
7. Lap and shoulder belts mandatory, lap 3", shoulder belts 2" to 3" must be fastened to frame or cage. See belt manufacturer instructions for proper belt mounting procedures. Belts that appear cut, worn, or deteriorated must be replaced. Five-point minimum preferred, within 5 years of manufacturer's date required.
8. Wheel stud size. 5 on 5: 5/8". Wide 5: 1/2" with 1" lug nut. Studs must protrude through nut.
9. Floorboards, front and rear firewalls made of steel- mandatory! Seal all openings in firewalls.
10. Gasoline only, no alcohol or nitrous oxide, high-pressure fuel line must be shielded if in driver's compartment. Fuel cells with or without foam mandatory! Roll over check valve required. Fuel cell foam highly recommended.
11. Large rear view mirror mandatory.
12. Four wheel brakes mandatory, drum or disc are allowed.
13. Catch cans mandatory and any type radiator. No antifreeze. The track may fine you if caught!
14. Rusty bodies and rusty roll bars and mounting plates must be replaced.
15. Car construction rules are not open to individual interpretation. All questions concerning rules will be explained by the rules coordinator or race board members.

ENGINES

1. Any iron block V8, flat head V8 or inline 6-cylinder is allowed. One-barrel, 2-barrel or 4-barrel carburetors are permitted. No V6 engines. No aluminum blocks. No dry sump. No fuel injection. Flathead V8 powered stockcars may be run in inline 6 stockcar class, when appropriate.
2. Ignition, coil distributor magneto is allowed. Crank-triggered ignition is not allowed, all engines in original location.
3. All cars must be self-starting.
4. Transmissions must have working reverse.
5. Rear ends, clutches, flywheel, and transmission-optional. All transmissions, engines and rearends must not leak on track.
6. V8 Engine location for all frames 1958 and after: The number one spark plug hole centerline shall be set back a maximum of 1" behind the centerline of the upper ball joint.

WHEELS

1. Steel wheels on asphalt only.
2. Maximum wheel width: 10"
3. No mud-treads, minimum 8" tire on traction wheels.

MODIFIED DIVISION

1. Cars that fall outside of the rules for the Inline 6 or V8 class will be placed into the modified division provided safety rules and general construction rules are met.
2. Bodies may be as late as 1979 year model.
3. Full tube frame cars will only be allowed in the modified division. If frame construction does not adhere to 6 cylinder and V8 classes, then car will be placed into the modified division.
4. All steel wheels with maximum 10" wide must be run in all classes.
5. Engines must be wet sump oiling system only, in all cases.
6. Any car with more than 3" engine setback (measured from center of no 1 spark plug to upper ball joint center) will be classed modified.
7. Can be coil over shock and spring or big spring. Adjustable shocks permissible.
8. Any open wheeled stock car that resembles the modified class racecars that ran up until the early 1980's with original vintage styling will be placed into the modified division.
9. No offset chassis will be permitted in the modified division.