



Rules and Regulations

Revised 1/9/10

All Race Groups:

Cars not meeting class guidelines may be required to carry a weight penalty assessed for any out of class modifications at the discretion of the Competition Director. Cars not meeting current class standards may also be re-classified to another class or group if the modifications are so extreme that weight penalties cannot bring it into competitive compliance with the original race class or group assigned.

Any weight penalty assessed must be displayed on the windshield of the car in 3" X 1" stroke numbers preceded by a plus sign. Minimum weight penalty will be 25 pounds. Each out of class modification will be assessed individually with the total being displayed as prescribed.

Any attempt to circumvent the rules will be judged by the HSR competition committee not in the spirit of vintage and historic competition standards. If a competitor is judged to be in non-compliance with the rules or spirit of the rules, they may be penalized including disqualification from the race or suspended from the race series.

Policy:

It is our policy for cars to be restored to and/or maintained in the configuration as they were raced in the year of manufacture. 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. Cars must be retired from all forms of professional racing.

Vehicle eligibility:

1. Vintage and Historic production cars through 1974.
2. IMSA GTX, GTO, GTU, 1975 through 1984.
3. Historic IMSA GT and Trans-Am from 1985 through 2004.
4. Sports racing cars through 1993 (Championship of Makes).
5. Historic GTP/Group C through 1993, World Sports Cars/Daytona Prototypes produced by or before 2004.
6. Historic Stock Cars (Winston Cup, Busch Grand National) through 2006.
7. Formula cars, FV, FF, FSV, FB, F-2, F-Atlantic, F-3000, F-5000, F-1, Indy, and Indy-Lights now retired from professional racing.
8. Historically significant cars by application
9. Any car that meets the safety requirements is eligible to participate in Sports Challenge.

Driver Safety Requirements:

1. Automobile racing helmet with a Snell Foundation 2000 SA or later approval. Full-face are strongly recommended.
2. Driving suit and underwear of fire-retardant material, double-layer Nomex or equivalent.
3. Nomex gloves and Nomex or leather shoes.
4. Goggles or a face shield.
5. Head and neck restraint system from a nationally recognized supplier is highly recommended.

Race Car Safety Equipment:

1. Roll Bar - The main roll bar hoop must be higher than the driver's head. The roll bar/roll cage is the entrant and driver's responsibility but it is recommended to follow SCCA or FIA specifications. The roll cage may not attach to the suspension pick-up points on Vintage or Historic production cars through 1974.
2. Fuel Cells – A FT-3 approved fuel cell is required. The fuel cell must be replaced or re-certified at 10 years of age. An inspection at 5 years of age is highly recommended. Fuel cells that cannot be age verified must be replaced.

3. Seat Belts – Minimum of a 5-point racing type seat belt, shoulder harness, and submarine strap is required. The date of manufacture should not exceed 5 years.
4. External Cut-off Switch – This switch must cut off electrical power to the engine's ignition system and all fuel pumps.
5. Fire Extinguisher – A minimum of a 2.5-pound BC approved fire extinguisher is required. An on-board fire suppression system is strongly recommended. All extinguishers must be securely mounted within reach of the driver.
6. There must be a metal firewall between the cockpit, engine, and fuel tank.
7. All cars, except formula, must have a working brake light. Formula cars must have a LED rain light.
8. All fluid vent lines should be routed to a catch tank. No leakage of any type is to be permitted.
9. Cars must have a rear-view mirror.
10. Excessive wear in suspension, steering linkage, wheel bearings, drive shafts, etc. must be repaired prior to competing.
11. Cars should be presented in a proper finished condition to a high standard, both cosmetically and mechanically. Cars presented at mandatory technical inspection with any damage or primered areas may not participate.
12. Window nets in closed cars and arm restraints in open cars are highly recommended.
13. Driver and front compartment passenger windows must always be completely down.
14. All cars, other than formula, must have tow hooks for easily accessible towing.

Sports Challenge Safety Equipment:

1. Driver equipment as stated.
2. Roll bar as stated.
3. Minimum 5 point racing harness.
4. Fire extinguisher.

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".

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, classed through 1974. 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 year of manufacture. Period type engine modifications are permitted. For every car entered, the specific engine displacement must be disclosed in a certified engine builder's form.

Wheels:

Width: 1.5 inches over stock or as homologated or as specified. Maximum diameter is 16 inches for Vintage and Historic Production cars through 1974. Maximum diameter is 16 inches for IMSA classes through 1984. A variance of 10% from stock is permitted, not to exceed 16 inches in diameter.

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 year of manufacture.

Technical Inspection:

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All cars must pass through 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 chief technical inspector may reject any car he deems unsuitable for competition based on these rules. However, it is the owner and driver's responsibility to insure his car is in safe working order at all times and in compliance with these rules.

Driver's License:

All drivers must have a Competition License issued by HSR or other recognized VMC licensing body. A Super License is required for driver's participating in Historic GTP, F-1, F-5000, Can-Am, WSC, or Indy cars.

Participant Conduct:

All drivers and team members must compete in a safe and courteous manner with respect to their competitors and officials at all times. Sportsmanship is expected at the highest standard. Over-aggressive driving, blocking, or risk taking which could result in another competitors' car being damaged will not be tolerated. Necessary penalties from probation to suspension will be applied with judgment from the Chief Steward or Competition Director. All decisions are final. Disciplinary action will be reported to the Vintage Motorsports Council.

Any driver going 4 wheels off, contact with a barrier or tire wall, or car-to-car contact in any session, must report to the Competition Director before their next scheduled session on track. Any driver leaving the track without consulting with the Competition Director will automatically be suspended until further notice. HSR drivers under suspension or probation will be posted on the HSR website and confirmed with the Vintage Motorsports Council. It is the driver's responsibility to contact the Competition Director.

Notice:

As a condition of entry acceptance of 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 rules at its sole discretion.

HSR Tire Rules

Production Cars eligible for the Vintage Enduro have the following tire options. Maximum diameter is 15 inches for the following classed cars unless originally delivered with 16 inches:

1. Bias-Ply, Molded-tread Vintage racing tires, i.e. Hoosier, Goodyear, Dunlop, Avon M-series.
2. DOT radials of the following sizes, manufacturer, and applications may be used. This rule may be updated, based on future availability of bias-ply or radial tires.

Maximum sizes Classes 1, 2, 3M, 1M

185/60 X 13 under 3 liter

185/60 X 14 under 3 liter

195/60 X 15 under 3 liter

225/60 X 15 over 3 liter

Maximum sizes Classes 3L, 3R, 3O

205/50 X 15 front

225/50 X 15 rear

Maximum sizes Class 3K

225/45X16

245/4516

Currently eligible DOT radial tires:

Yokohama AO32, AO48, A008

Toyo Proxes RA1

Kuhmo V-700

Michelin Pilot Sport

Production Cars eligible for the Classic GT Enduro have the following options. Maximum diameter is 16 inches:

1. Bias-Ply, Molded-tread Vintage racing tires, i.e. Hoosier, Goodyear, Dunlop, and Hoosier TD. (DOT radials and Slicks are not permitted).

IMSA and Trans-Am cars eligible for the Historic Enduro may run Slicks or racing radials with the following size restrictions.

1. IMSA GTU (C6) 16" X 12" maximum wheel size
2. IMSA GTO (C5) 16" X 14" maximum wheel size
3. IMSA GT/Trans-Am 1985-2003 must follow rules of respective series at year of manufacturer.

Championship of Makes

1. Sports racing cars through 1966 must use a molded-tread bias-ply racing tire; or Avon or Goodyear or Dunlop tire hand grooved to an approved tread pattern (Avon all-weather, Goodyear G-12, Dunlop CR-65 and CR-82).
2. Sports racing cars after 1966 may use Slicks.
3. Classes C1 through C16 may use Slicks.

Formula Cars

1. Formula cars in Classes F1 through F5 must use tires per Monoposto Racing Regulations.
2. All others may use Slicks.

Sports Challenge

1. Sports Challenge cars may use any tire that fits within the bodywork. All cars on Slicks must run in the modified classes.

Classic GT Rules

All cars eligible for Classic GT must meet the following guidelines in addition to the General Rules and Regulations previously listed:

1. All cars must use bias-ply molded-tread racing tires. DOT radial tires are allowed in FIA only. All tires must fit within the bodywork.
2. Cars must be run in the body configuration they would have raced in the year of manufacture through 1974. Add-on aerodynamic devices are not allowed. Front splitters, air dams, wings, undertrays, etc. are prohibited unless as originally fitted and raced in the year of manufacture.
3. All cars must comply with the chassis section of these rules. "Tube-framed" or "semi-tube-frame" which have the original chassis replaced with tubing are not eligible in the classic GT. Remote canister-style shock absorbers are not permitted.
4. All cars may use coil-over style shocks and springs using existing shock absorber mounting points.
5. Engine management systems (computer controlled ignition and fuel delivery i.e. Motec, E.F.I., etc.) are not allowed unless originally equipped at time of Manufacture.
6. The following class eligibility and rules apply to the Porsche 911, 914, and 924/944:
 - a. 1974 3.0 Porsche 911 Carrera RS IROC with whale tail is the latest model bodywork allowed. Cars running with this bodywork must run in Class 3I. The 3.0L engine must be 95mm X 70.4mm equal to 2994cc maximum displacement. The maximum wheel widths are 9" front and 11" rear, 15" or 16" diameter. The minimum weight will be the listed weight of the 1973 911 Carrera RSR plus 100 pounds.
 - b. 1973 2.8 Porsche 911 Carrera RSR must use the "long hood" and ducktail rear lid. This car is in class 3J with the 2.8 or 2.9 L engine using magnesium or 1968 or earlier aluminum case. This car is in Class 3I with the 3.0 engine. The maximum wheel widths are 9" front and 11" rear, 15 or 16" diameter.
 - c. The maximum brake caliper for all Porsche cars in Classic GT is the 1978 930 caliper. The maximum brake rotor diameter is 12".
7. The following applies to Jaguar XK-E:
 - a. Minimum weight 2400 pounds (with driver) for modified body – class 3H.
 - b. Steel or aluminum monocoques must be as originally produced by the manufacturer and may not be cut or replaced with any other material.
8. All cars participating in the Classic GT will have a minimum weight to be determined. Weights may be adjusted with notice.

Vintage Rules

1. 1972 2.5 Porsche 911 must use the early "long hood" bodywork and the standard flat rear lid. Maximum wheel widths are 7" front and 9" rear, 15" or 16" diameter. Magnesium or 1968 or earlier aluminum cases must be used. The 2.5 car is in class 3K.
2. Porsche 924 GT may use a maximum engine size of 2.5L as delivered in the Porsche 944 Production car. The 944S (16 valve) engine is not eligible. The bodywork must be representative of the 24 GT with respect to the front valance, hood, and quarter panels. Maximum wheel width is 7" front and 8" rear. The 924 GT is in Class 3K.
3. 914 Porsche must use a 2.5L engine maximum, built on magnesium or 1968 or earlier aluminum case. The wheels are 7" maximum front and 8" maximum rear. The maximum bodywork is the 914/6 GT bodywork or the Roadster-style bodywork as described in the 1972 SCCA E-production Rules. The 914 2.5L is in Class 3K.
4. The following applies to Jaguar XK-E, Stock Body – Class 2G:
 - a. Minimum weight 2600 lbs. With driver.
 - b. Engine: 3.8 or 4.2 ltr., no crank fire ignition
 - c. Gearbox: 4 or 5 speed syncro box
 - d. Brakes: Jaguar steel calipers and Jaguar vented rotors
 - e. Wheels: 8 inch max.
 - f. Class 2G will run in Group 3 and Vintage Enduro
5. All Vintage Classes of Porsches
 - a. No Camber Plates
 - b. Stock pickup points
 - c. No Crank fired ignition
 - d. All cars must have MSD Rev limiter with 8200 RPM max Chip
 - e. No Coil Over Shocks
 - f. 1973 911 "S" Brakes Maximum

Historic GT Rules

1. Rules for early IMSA Porsche GTX, GTO/GTU 1975 through 1984:
 - a. Porsche 911 or 914 may run in GTU with a 3.0L (95mm X 70.4mm) engine, maximum, Class C6 with a weight to be determined. Porsche 911 or 914 with magnesium case 2.8/2.9L engines will race at the determined 3.0L weight, minus 100 pounds.
 - b. Porsche 911 in GTU may use the 911 3.0 RSR bodywork, maximum.
 - c. GTU wheel sizes, maximum, 10" X 16" front, 12" X 16" rear.
 - d. Porsche 911 in GTO are cars with engines over 3.0L and must be built on a 930 series engine case, Class C5.
 - e. GTO wheel sizes, maximum, 11" X 16" front, 14" X 16" rear.
 - f. Porsche 911 using 964 series engine case must race in class C14.
 - g. Brakes are unrestricted.
 - h. Porsche 935 with a 3.2 litre maximum engine size and a 930 engine case is in Class C4.
2. Rules for IMSA GT 1985-1995 (Class C14) and Trans-Am 1985-1995 (Class C12).
 - a. Porsche 911 in IMSA GT is limited to 3.8L (102mmX76.4mm) engine, maximum, and limited cars produced through 1995. Maximum wheel sizes are as follows: 18" diameter with a maximum tire cross section of 12" OR maximum GTO size listed above in 1(e). Wings, bodywork and dimensions are limited to 1995 IMSA rules. For Porsche 911 in Class C14, turbo-charging and 4-wheel drive are not allowed. Any turbo Porsche with a 964 engine case is in Class C12.
 - b. IMSA GT/Trans-Am cars 1985 through 1995 are limited to specifications when raced in year of Manufacture with regards to weight, tire size, wings, body rules, and engine displacement.
8. Trans Am cars 1985-1995 will race in class C12.
9. Historically Significant cars will race in class C12.

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