



## Carolina Vintage Racers

### 2022 Rules and Regulations

The purpose of the 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, (race board members) 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. No touch- no block rule will be in effect.

## **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 3 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. Some exceptions may be made on a case-by-case basis.
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. Remember, you may be on live video.
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. You may be asked to qualify by time with transponder where available.
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 from other clubs meet all rules and safety standards, they are welcome to run with the club. Nonmembers have one event before becoming a member. 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 the first race, if not joining the club.

21. Raceceiver: It is mandatory, that each driver must use 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 race board has final decision of driver and car eligibility.
23. To promote equality and competitive racing among a club of racers, drivers should limit their wins to 2 per season. Offending driver's racecar can be handicapped by placing added weight, smaller carburetor, rev-limiter., etc.

### **BODIES**

1. Years of body 1930-1972 allowed. American-made cars only. No station wagons.
2. No wings on front of inline 6 or V8 cars. Spoiler optional, max 6"high and must be clear.
3. No fiberglass bodies or body parts. Body must be steel and stock appearing.
4. Front and rear bumpers required. Bumpers could be stock or tubular type or stock appearing. Ends must be coped and smooth with no protruding ends. 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. Each car shall display the CVR club logo decal on both sides of the car, preferably on the top of front fenders or top of door near the A post.
8. Cars should maintain a neat and clean appearance with NO mud or dirt falling out of car on asphalt tracks. No active dirt cars allowed.

### **V8 Stock & Inline 6 CHASSIS**

1. Frames: OEM, American Stock manufactured chassis from front cross member to centerline of rear end housing must be maintained. No NASCAR Cup; no NASCAR North; no NASCAR 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 in inline 6 and V8 stock.
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 Inline 6 or V8 classes. No adjustable or rebuildable shocks in Inline 6 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. 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.
9. OEM Frame (Rear) Option: Rear section from turn-in to centerline of rear end housing can be narrowed for tire & brake clearance but must still be of stock frame material. A tube frame section from centerline of rear end to rear of frame is allowed.
10. Partial Tube Frame (Clip Car) Option: If a stock O.E.M. Front Clip is used from firewall forward, this car may be acceptable to run as a stock v-8, as long as all front suspension components are stock O.E.M. or O.E.M. replacement parts. The only modifications allowed will be: Jack Bolts - Minimum 1", Tube upper A-frames, Non-

rebuildable, non-adjustable steel race shocks all around. V-8 rear suspension rule applies. Car will be required to have an MSD Soft-Touch Rev Limiter installed and working! Chip is optional. If a performance advantage is seen, a lower RPM chip will be required to be used, or car will be moved to Modified.

### **SAFETY EQUIPMENT**

1. All drivers must have the safety equipment: Snell Approved SA2005, SA2010, SA2015 and SA2020 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 pan. The main cage's four corner vertical tubes must be securely welded to the OEM chassis.
3. Door plating made of 1/8" thick steel required on cage on driver side.
4. Window nets required! Glass or plastic windshields mandatory on asphalt! All cars on asphalt must have full windshield mounted from A-post to A-post and bottom to roof mounting surfaces. Screen wire windshield okay on dirt.
5. Fire extinguishers mandatory and accessible to drivers, with a solid, sturdy mount.
6. Battery box inside or out of driver's compartment must be securely fastened and covered inside car.
7. 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.
8. 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.
9. Wheel stud size. 5 on 5: 5/8". Wide 5: 1/2" with 1" lug nut. Studs must protrude through nut.

10. Collapsible steering columns/shafts are strongly recommended and may be required at some tracks.
11. Floorboards, front and rear firewalls made of steel- mandatory! Seal all openings in firewalls.
12. Gasoline only, no alcohol or nitrous oxide, high-pressure fuel line must be shielded if in driver's compartment. Fuel cells with foam mandatory! Roll over check valve required.
13. Large rear view mirror mandatory. Use them!
14. Four-wheel brakes mandatory, drum or disc are allowed.
15. Catch cans mandatory and any type of radiator. No antifreeze. The track may fine you if caught!
16. Rusty bodies and rusty roll bars and mounting plates must be replaced.
17. Car construction rules are not open to individual interpretation. All questions concerning rules will be explained by the rule's 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 a working reverse.
5. Rear ends, clutches, flywheel, and transmission optional. All transmissions, engines and rear ends must not leak on track.

6. V8 Engine location for all frames: 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. Wheels maximum width: 10" on asphalt and 12" on dirt only, all others not allowed.
3. No mud-treads, minimum 8" tire on traction wheels.
4. No new tires (Includes putting on new tires & scuffing in). Maximum wear of 5/32 allowed. See club president regarding used tires at little to no cost. Specified tire- Hoosier F45 only.