

HEARTLAND VINTAGE RACING (HVR) RULES

The following Rules may be amended or changed per the HVR By-Laws.

HVR accepts cars built to period regulations AND period practice for classes up to 1974. HVR is based on the 1972 SCCA classification for cars up to 1974. Cars not built to SCCA regulations will be reclassified by the regulations committee.

Reasons for rules:

1. Rules standardization:

By accepting standards that are in line with other VMC (Vintage Motorsports Council) groups, our members can run with other clubs across the country without having to re-engineer their cars. Also, members of other clubs will be encouraged to run in Heartland Vintage Racing events.

2. VMC compliance:

All VMC groups are working toward uniform tire and preparation standards.
As a member of the VMC, HVR will support those actions.

HVR – GENERAL RULES

A. MEMBERSHIP

1. Membership dues are shown under item O below. Membership cost is \$25/75/150 per calendar year and due prior to the 3rd weekend in January. Memberships run from Jan 1st to December 31st.
2. Members who have not paid current dues will not receive membership privileges or be allowed to participate in any event until dues are brought current.
3. All entrants of an HVR event must be members of HVR. The President of HVR, or his delegate, will have the authority to give an honorary membership status to invited participants. This honorary membership is not meant to be a year's membership, but rather a membership for a single event.
4. Members of other VMC – affiliate clubs may participate in a maximum of two (2) HVR events in a calendar year without HVR membership. As HVR guests, these participants are subject to the HVR By-Laws, General Rules and Safety Equipment Requirements.

B. DRIVER ELIGIBILITY

1. All new members and non-members that would like to attend any HVR racing event must call Tony Shores at (816) 215-1810 prior to any registration.
2. All drivers must submit a completed HVR Competition Medical Form or one from another similar automobile racing organization. Submission of another automobile racing association's form is allowed only if it requests the same information as the HVR form. The HVR administrator will review forms only to assure that all information has been supplied. Forms that are complete will be accepted. Incomplete forms will be returned to the applicant.

The applicant, by his signature, authorizes HVR to verify that the examination was performed by the physician whose signature appears on the form. Competition Medical Forms accepted by HVR are valid for five (5) years for applicants between sixteen (16) and thirty-five (35) years of age and two (2) years for applicants thirty-six (36) years of age and older, from the date of the examination or the expiration of the driver's Competition License, whichever is later. Current medical forms shall be stored in a secure manner to protect the personal information contained therein. Expired forms shall be destroyed in a timely manner by shredding or any other secure method.

All drivers must complete the following HVR Competition License requirements:

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- a. Applicants 16 years or older must submit an HVR Competition License Application to the Chief Driving Instructor or his appointee and:
 1. Successfully complete one HVR Driver's School or other HVR recognized Drivers School from any VMC affiliated racing club.
 2. Or successfully complete a recognized driver school (Skip Barber, Bondurant, etc.) or hold a current competition license (SCCA, IMSA, etc.) or hold a current vintage competition license from another recognized vintage racing club.
 3. Participate in a minimum of two (2) HVR racing events and meet with the approval of the Chief Driving Instructor or his appointee. Drivers with prior race driving experience may be granted an HVR Competition License at the discretion of the Chief Driving Instructor or his appointee.
 4. Drivers who do not possess a current VMC or HVR competition license but who do possess a current SCCA, IMSA or similar license will be accepted as guests of HVR and will be required to attend a Vintage Attitude meeting prior to driving in an HVR event.

- b. Renewal of Competition License:
 1. Drivers who renew their HVR membership, who had a valid HVR Competition License from the immediate past year, and who have a current competition medical on file may be issued a Competition License renewal.
 2. Those drivers previously licensed who do not meet this renewal criteria must apply to the Chief Driving Instructor or his appointee and, at the discretion of the Chief Driving Instructor or his appointee, the driver's Competition License may be renewed.
 3. The issuance of an HVR Competition License is not automatic upon the completion of the above requirements, but will be the decision of the Chief Driving Instructor or his appointee.
 4. All entrants must present a club membership, current Competition License (or Student Log Book), proof of current medical exam and a photo ID at registration. VMC and VMC affiliate club licenses will be accepted as outlined under "Section A. Membership".
 5. All entrants must present their Vehicle Log Book at Tech Inspection for each event.
 6. If, during the five (5) years for sixteen (16) to thirty-five (35) year olds and two (2) years for those thirty-six (36) and older that a medical is current, a driver experiences a significant medical problem, it is the responsibility of the driver to submit a letter from his or her treating physician stating that it is safe for him or her to resume racing.
 7. At any time if the Chief Driving Instructor or his appointee deems that any licensed driver is seriously deficient in any aspect of their driving skills, the status of their license may be changed to that of a Provisional License. While driving with a Provisional License, the car of the driver will display an "X" and the driver will be under observation at all driving events. In order to lift the Provisional License, the driver must demonstrate to the satisfaction of the Chief Driving Instructor or his appointee that active steps have been taken to remedy the deficiencies. If not lifted after four events, the driver's Competition License will be revoked.
 8. Drivers who make the transition to a larger, faster, or significantly different class of car will advise the Chief Driving Instructor or his appointee of such a change. Those drivers will then be under observation until demonstrating suitable capability in the new car. An "X:" on the car may be required during this observation period.
 9. An HVR license is valid for one year from date of issuance.
 10. If any HVR member/participant is involved in any type of on track altercation, all in-car and external video must be forwarded to the race steward in a timely fashion or upon request from HVR chief steward.

NOTE: The above criteria constitutes eligibility and not a guarantee of a license. The Chief Driving Instructor and the Chief Steward (or their appointees) each have the authority to deny, suspend, revoke or make Provisional any Competition License. The driver may protest this decision, in person to the Board of Directors.

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C. VEHICLE ELIGIBILITY

HVR accepts A Sedans and Production Sports cars up to and including 1972 with preparation in accordance with the 1972 SCCA's GCR and PCS versions up to and including 1972 with HVR exceptions. Quality DOT legal tires of any manufacture and compound in 50 aspect ratio or higher are permitted. All production cars and sedans listed in 1972 GCR's may be updated to the 1972 specifications. Refer to the 1972 PCS's for the specifications for your year and model car.

HVR requires that any car accepted must be representative of a car type that actually raced in period in the SCCA. Classes are based on the 1972 SCCA GCR as follows: Sedans A thru C; Production A thru H. HVR does not accept any replicas, continuation cars, or kit cars of any type, nor does HVR accept any turbocharged cars.

For inclusion in special events, HVR may accept current SCCA race cars in all classes. These cars must have wheels and tires that comply with the following class criteria and exceptions and these cars will, when required, be moved to a different class based upon the engine displacement and other non vintage factors. Accurate description of these cars must appear on the race car entry form.

HVR also accepts cars for its FIA Class prepared to 1974 FIA or earlier specifications, as raced in other than SCCA competitions (e.g., IMSA, RAC, ModSports, etc.).

HVR accepts Sport-Racing Classes A thru D for cars raced prior to 1973. Owners must provide proof of date of manufacture of identical model and appropriate specifications.

HVR accepts Formula Classes as follows: FA with 1980 cut-off; FB, FSV, F2 to 1972 and F-1 cars up to 1960; FC with 1972 cut-off; FF1 with 1972 cut-off; FF2 for cars between 1973 and 1980; FV with 1972 cut-off with the exception of the Formula V2 class. All sports racers and formula cars must have been manufactured prior to 1-1-1973 and must be prepared in compliance with the 1972 SCCA GCR, PCS and FIA Papers, with HVR exceptions.

FV2 class Formula V cars manufactured between 1973 and 1978 and prepared in compliance with the SCCA GCR dated 1-1-1979 with HVR exceptions are accepted.

To encourage participation in Vintage Racing by cars that are of 1950's appearance and technology HVR accepts Classics. They differ in spirit as well as equipment from other HVR classes since 1950's production cars were not allowed as many modifications as they were in the 1960's. They should, ideally, be suitable for road or racing and many performance modifications are discouraged or not allowed. Although 1961 is the nominal cut-off, some later cars are clearly 50's technology while some 1960-era cars are not and will be excluded from this Group. Cars built prior to 1962 that are modified beyond these regulations may still be eligible for other HVR groups. Although racing is not restricted, outright competition is not emphasized in this group as much as in other HVR groups.

1. All cars will be checked for eligibility and authentic period preparation at the first event they run of the season.
2. All Cars are required to have on file with the Chief of Tech, an up to date Declaration sheet or they will not be gridded. Falsifying the Declaration sheet (cheating) will result in the suspension of the owners VMC license for a minimum of 6 months.
3. Cars that are prepared beyond allowable modifications are required to be corrected or excluded from competition at the discretion of the Chief Steward, Authenticity Chairman, and the Group Representative.
4. The items to be corrected referenced in #3 above, and a time frame for the correction, will be noted on the Declaration sheet.
5. Once the car has been scrutinized, it need not be checked the rest of the season. When illegal/non-authentic modifications are corrected, it is the driver's responsibility to notify the Group Representative .If a change is made that would make the car less authentic, the officials must be notified so the authenticity can be adjusted.
6. The Group Representative will spot-check for continued compliance throughout the season. If a car is found to have changed to an illegal configuration without notifying the officials, the driver may be suspended from competition, and/or have his VMC license revoked at the discretion of the Chief Steward or the Chief of Tech.

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7. If a driver is reprimanded or disciplined for driving infractions, the driver can be disqualified or have other disciplinary action taken. The penalty for overdriving is more than the reward for winning.

D. **VEHICLE PREPARATION** - Vintage Race Prepared Cars

General Criteria for All HVR Production Cars

1. All cars must be prepared to the SCCA GCR/PCS limited to the year 1972 unless otherwise noted. Any appropriate earlier year may be chosen but cars must be prepared to a single year. No mixing and matching of rules from different years is allowed.
2. Cars must be prepared to specifications listed on their respective page in the PCS. Cars may not be modified beyond their single page unless specifically authorized within the GCR or by Board of Directors approved exceptions to the GCR or per HVR exceptions.
3. Post 1972 unibodies up to 1990 may be used in the construction of cars provided they are fully back dated to 1972 or earlier specifications. It is up to the entrant to prove there are no structural enhancements in the later unibody.
4. Tires must be fully treaded (60% of the tread width must have full depth grooves formed by the manufacturer); the tread pattern must be molded, not hand cut. Shaving is permitted as long as the minimum required tread depth is maintained across the entire width of the tread face.

Competition tires are typically molded with a tread depth of 5/32" to 6/32" and should not need shaving. Street tires are typically molded with tread depths of 8/32" to 10/32". Tire manufacturers recommend shaving street tires to a depth of 4/32" to 5/32" when used for competition. In all cases, tires must have 2/32" minimum tread depth at all times during competition. Treaded tires of minimum 60 series aspect ratio must be used unless an Exception is specifically granted by the Board of Directors. Measured tread width will be used to determine aspect ratio.

Approved tires:

- Avon treaded racing tires.
- Dunlop treaded vintage racing tires.
- Englebert treaded vintage racing tires.
- Goodyear Vintage Sports Car Special (Blue Streak).
- Hoosier bias-ply Street TD's and Vintage TD's.
- Kumho V70
- Toyo RA1.
- Yokohama A008R and A008P.
- Yokohama A032R.
- DOT street radials with a wear rating of more than zero.

Tires specifically not allowed:

- BFG G-Force R1.
- BFG Comp T/A drag radial.
- Goodyear GS-CS.
- Hoosier DOT racing radial RS03 and all current variations.
- Hoosier DOT bias-ply dirt stocker. (Exception: may be used as rain tires only.)

Other brands and styles will be reviewed and approved or denied upon application by the Authenticity Committee. Approval will be so noted on the Declaration sheet by the Tech Inspector.

5. All heads must be OEM. No aftermarket heads are allowed.
6. Roller cams are allowed for all classes.
7. Aftermarket blocks are allowed for all classes provided they are of the same material as OEM and critical dimensions are the same.
8. Aftermarket engine internals are allowed.
9. Production cars may upgrade to bigger versions of their original carburetors or replace them with Webers with the same number of barrels. (i.e. Midget with a single Weber in place of two SU's).

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10. Intake manifolds must be OEM, period aftermarket or aftermarket of period design. For V-8 cars, aftermarket manifolds must be of period design, non-air gap and dual plane.
11. Aftermarket control arms are not allowed.
12. Aftermarket rotors may be used provided they are the same diameter as originally provided and stock caliper reused and mounted in stock location.
13. HVR exceptions will apply.

General Criteria for All HVR Sedan Cars

1. All cars must be prepared to an appropriate SCCA GCR.
2. No mixing and matching of rules from different years is allowed.
3. Cars may be updated within "Authorized and Required" modifications as listed in the GCR.
4. Post 1972 unibodies up to 1990 may be used in the construction of cars provided they are fully back dated to 1972 or earlier specifications. It is up to the entrant to prove there are no structural enhancements in the later unibody.
5. Tires must be fully treaded (60% of the tread width must have full depth grooves formed by the manufacturer); the tread pattern must be molded, not hand cut. Shaving is permitted as long as the minimum required tread depth is maintained across the entire width of the tread face.

Competition tires are typically molded with a tread depth of 5/32" to 6/32" and should not need shaving. Street tires are typically molded with tread depths of 8/32" to 10/32". Tire manufacturers recommend shaving street tires to a depth of 4/32" to 5/32" when used for competition.

In all cases, tires must have 2/32" minimum tread depth at all times during competition.

6. Treaded tires of minimum 60 series aspect ratio must be used unless an exception is specifically granted by the Board of Directors. Measured tread width will be used to determine aspect ratio.

Approved tires:

- Avon treaded vintage racing tires.
- Dunlop treaded vintage racing tires.
- Englebert treaded vintage racing tires.
- Goodyear Vintage Sports Car Special (Blue Streaks).
- Hoosier bias-ply Street TD's and Vintage TD's.
- Kumho V70.
- Toyo RA1.
- Yokohama A008R and A008P.
- DOT street radials with a wear rating of more than zero.

Tires specifically not allowed:

- BFG G-Force R1.
- BFG Comp T/A drag radial.
- Goodyear GS-CS.
- Hoosier DOT racing radial RS03 and all current variations.
- Hoosier DOT bias-ply dirt stocker. (Exception: may be used as rain tires only.)

Other brands and styles will be reviewed and approved or denied upon application by the Authenticity Committee. Approval will be so noted on the Declaration sheet by the Tech Inspector.

7. Treaded tires of minimum 60 series aspect ratio must be used unless an exception is specifically granted by the Board of directors. Measured tread width will be used to determine aspect ratio.
8. All heads must be OEM. No aftermarket heads are allowed.
9. Roller cams are allowed for all classes.
10. Aftermarket blocks are allowed for all classes provided they are of the same material as OEM and critical dimensions are the same.
11. Aftermarket engine internals are allowed.

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12. A-Sedan class dry sump tanks must be mounted forward of the fire wall or be mounted so as to pass a safety inspection by the HVR Chief of Tech.
13. Intake manifolds must be OEM, period aftermarket or of period design. For V-8 cars, aftermarket manifolds must be of period design, non-air gap, and dual plane.
14. Aftermarket rotors may be used provided they are the same diameter as originally provided and period caliper reused and mounted in period location.
15. HVR exceptions will apply.

General Criteria for all HVR FIA cars

FIA: Cars thru 1974

Not a production car class. Cars that do not meet rules for AP, AS, or BP will not be "bumped" to the FIA class. Cars built to FIA Group 2, 3, or 4 IMSA, or RAC ModSports regulations must conform to period practice. Cars may run any tires that fit the rims. All cars introduced after the 1998 season must have period history or mechanical and bodywork exactly replicated to a specific car that ran prior to 1975. Paint and trim need not be replicated. Aftermarket blocks are not allowed. Aftermarket rods and cranks are allowed as are roller rockers. Dry sumps are allowed in any car. All front engine V-8's must have period gear box. Maximum displacement (+0.040) for Corvette/Camaro is 454 cu. in., 429 cu.in. for Mustang, 351 cu. In. for Pantera, 3.0 liters for 911, 2.4 liters for 914/6 and 4.2 liters for XKE. Maximum diameter brake rotors is 12" for all cars. All brake components must have been available in 1974. Wheel diameter of 15" or 16" are allowed. Wheel widths are: 10" for pony cars, 12" for XKE and 911 Carrera, 10/14 for Corvette and Pantera, 7/8" for 914/6. No carbon fiber components allowed on any car. XKE must meet RAC ModSports regulations (coupe or hardtop bodies only). Sample Cars: IMSA Corvette, ModSports XKE, Porsche RSR and Pony Cars.

General Criteria for Sports Racing Cars

1. Cars must be an example of cars raced prior to 1973.
2. Owners must provide proof of date of manufacture of identical model and appropriate specifications.
3. English Clubman cars must run with fenders.
4. HVR exceptions will apply.

General Criteria for Formula Cars

1. Owners must provide proof of date of manufacture of identical model.
2. Identical models must have been raced in or before the cut-off year.
3. HVR exceptions will apply.

Specific Exceptions and Clarifications for Individual Classes

A-Production: Cars that ran in SCCA A-production prior to 1973. Examples are Corvette 427/454/350 LT-1, 390 AMX, Shelby GT-500, 427 Cobra.

1. Maximum over bore of stock bore is limited to 0.060".
2. Maximum cubic inch is based and limited to maximum allowed over bore and stock stroke.
3. Roller rockers of any type are allowed.
4. Angle plug OEM heads are not allowed on any production cars.
5. 289 powered (or 302) Cobras with Webers will run in A/P as per 1965 SCCA specifications.
6. A-Production may use 50 series tires. No slicks, re-grooved or recaps.
7. Camshaft is "free".
8. Clutch is "free".
9. Oil system is "free". Dry sump is allowed.
10. Differential ratio is "free" (no locked rear-end).
11. Suspension: original attachment points (original type sway bar is free)
12. Head flow must be directed as original.
13. Transmission: original housing and original number of speeds, ratios are "free". Dog ring types are approved.
14. The generator or alternator may be removed.

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15. Shocks are "free".
16. Roll bars/roll cages: not allowed to go through the firewall and tie to the front suspension tie points (i.e. shock towers).
17. Head lamps and glass tail lamps must be taped for racing.
18. Accurate cc displacement must be declared.
19. Wheels may be 1.5" wider than stock width as listed in the 1972 SCCA PCS or in manufacturer's data. Cars with 16" standard wheels may substitute 15" wheels.
20. Wheels must be of period appearance (modern copies OK) No Revolutions or 3-piece wheels.
21. Tires: DOT 50 series or higher or Goodyear Blue Streak racing tires or equivalent treaded vintage tire made by Avon, Hoosier or Dunlop, no slicks, 2/32" minimum tread, no re-grooved or recaps.
22. Alternate material is approved for hood and deck lids.
23. Other HVR exceptions may apply.

B-Production: Cars that ran in SCCA B-production prior to 1973. Examples are Corvette 290, AMX, Shelby GT-350, 289 Cobra.

1. Maximum over bore of stock bore is limited to 0.060".
2. Maximum cubic inch is based and limited to maximum allowed over bore and stock stroke.
3. Roller rockers of any type are allowed.
4. Select Ford powered cars are allowed a 302 in place of a 289. They are 289 Cobras, Shelby GT 350's and Sunbeam 260/289 Tigers.
5. Windsor heads may be substituted for 289 Hi-Po heads on Ford cars.
6. Angle plug OEM heads are not allowed on any production cars.
7. B-Production may use 50 series tires. No slicks, re-grooved or recaps.
8. Camshaft is "free".
9. Clutch is "free".
10. Oil system is "free". Dry sump is allowed.
11. Differential ratio is "free" (no locked rear-end)
12. Suspension: original attachment points (original type sway bar is "free")
13. Head flow must be directed as original.
14. Transmission: original housing and original number of speeds, ratios are "free". Dog ring types are approved.
15. The generator or alternator may be removed.
16. Shocks are "free".
17. Roll bars/roll cages: not allowed to go through the firewall and tie to the front suspension tie points (i.e. shock towers).
18. Head lamps and glass tail lamps must be taped for racing.
19. Accurate cc displacement must be declared.
20. Wheels may be 1.5" wider than stock width as listed in the 1972 SCCA PCS or in manufacturer's data. Cars with 16" standard wheels may substitute 15" wheels.
21. Wheels must be of period appearance (modern copies OK) No Revolutions or 3-piece wheels.
22. Tires: DOT 50 series or higher or Goodyear Blue Streak racing tires or equivalent treaded vintage tire made by Avon, Hoosier or Dunlop, no slicks, 2/32" minimum tread, no re-grooved or recaps.
23. Alternate material is approved for hood and deck lids.
24. Other HVR exceptions may apply.

C-Production: Cars that ran in SCCA C-production prior to 1973. Examples are Datsun 240-Z, Jaguar XKE, Lotus Europa TC, Porsche 911, Lotus Elan.

1. C-Production cars may use 50-series tires. No slicks re-grooved or recaps.
2. All SCCA-homologated Porsche 911 and TVR 2500, and Lotus S-7 twin cam, run in C/P even if classed by the SCCA in B/P.
3. All Sunbeam Tigers run in B/P regardless of engine size.
4. XKE's may run a fiberglass hood
5. Porsche 911 with 2.4 liter motor must run with factory mechanical butterfly injection. Other Porsche 911's may run with Webers, factory injection or Solex carbs.
6. Camshaft is "free".
7. Clutch is "free".

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8. Oil system is "free". Dry sump is allowed.
9. Differential ratio is "free" (no locked rear-end).
10. Suspension: original attachment points (original type sway bar is "free")
11. Head flow must be directed as original.
12. Transmission: original housing and original number of speeds, ratios are "free". Dog ring types are approved.
13. The generator or alternator may be removed.
14. Shocks are "free".
15. Angle plug heads are not allowed on any production car.
16. Roll bars/roll cages: not allowed to go through the firewall and tie to the front suspension tie points (i.e. shock towers).
17. Head lamps and glass tail lamps must be taped for racing.
18. Accurate cc displacement must be declared.
19. Wheels may be 1.5" wider than stock width as listed in the 1972 SCCA PCS or in manufacturer's data. Cars with 16" standard wheels may substitute 15" wheels.
20. Tires: DOT 50 series or higher or Goodyear Blue Streak racing tires or equivalent treaded vintage tire made by Avon, Hoosier or Dunlop, no slicks, 2/32" minimum tread, no re-grooved or recaps.
21. Alternate material is approved for hoods and deck lids.
22. Other HVR exceptions may apply.

D-Production: Cars that ran in SCCA D-production prior to 1973. Examples are Alfa Duetto, Lotus Super 7, Triumph TR-4, Courier MK.4. SEE BELOW FOR EXEMPTIONS.

E-Production: Cars that ran in SCCA E-production prior to 1973. Examples are MGB, Fiat 124 1604cc. SEE BELOW FOR EXEMPTIONS.

F-Production: Cars that ran in SCCA F-production prior to 1973. Examples are 1275 Sprite/Midget, Lotus 7 America.

1. 1275cc engine is allowed in all Sprite/Midget, Lotus 7 America bodies but not 1500. Bugeye's with 1275cc are legal to race.
2. Spridgets that meet ALL the Spec Sprite rules may run fiberglass hoods and trunk lids without penalty. SEE BELOW FOR FURTHER EXEMPTIONS.

H-Production: Cars that ran in SCCA G and H-production and D-Sedan prior to 1973. Examples are Fiat 850, 948 Sprite, 998 Mini, Fiat-Abarth 1000. SEE BELOW FOR EXEMPTIONS.

EXEMPTIONS FOR D, E, F AND H PRODUCTION:

1. Any 1965-1966 Corvair may be configured as a Yenko Stinger but must retain drum brakes.
2. Roll bars/ roll cages: not allowed to go through the firewall and tie to the front suspension tie points (i.e. shock towers).
3. Head lamps and glass tail lamps must be taped.
4. A slight widening or change on the original fender shape may be permitted as long as it still conforms closely to the original body lines.
5. Tires: DOT 50 series or higher or Goodyear Blue Streak racing tires or equivalent treaded vintage tire made by Avon, Hoosier or Dunlop, no slicks, 2/32" minimum tread, no re-grooved or recaps.
6. The use of any wheel of the same diameter and with a rim no more than 1.5 inches wider than the standard wheel listed by the SCCA PCS or FIA for the car. Changes in track resulting from the use of the above wheels may not exceed plus or minus 2 inches from the dimensions listed by SCCA PCS for the car.
7. Shocks are "free".
8. Suspension: original attachment points, original type sway bars are "free"
9. The generator or alternator may be removed.
10. Carburetors: original type (side draft for side draft, etc.) size and number throats. No injection unless originally supplied.
11. One two-throat carburetor (i.e. Weber) may be used in place of single-throat carburetors (i.e. S.U.)
12. Internal engine modifications are "free", except that stroke **may not** be increased.
13. Roller rockers are approved.

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14. Alfa Romeo may use a 1750 cc engine in place of a 1300 or a 1600 cc engine.
15. BMC 1275 engines may be used in place of a BMC 948 cc or a 1098 cc engine.
16. Porsche 1750 engines may be used to replace engines in 356 and 912 models.
17. All cars will be moved up in class to reflect the increase in engine size.
18. Head flow must be directed as original.
19. All cars must use cylinder heads appropriate for period of manufacture.
20. Accurate displacement must be declared.
21. Transmission: original housing and original number of speeds, ratios are "free". Dog ring type transmissions are approved.
22. Clutch is "free".
23. Differential ratio is "free".
24. Dry sumps are allowed.
25. Porsche 356 may use disc brakes.
26. Alternate material is approved for hoods and deck lids.

A-Sedan – Trans-Am: Cars that ran in SCCA A-Sedan or Trans-Am prior to 1973. Examples are Camaro, 1964-70 Mustang, Challenger and Javelin.

1. Maximum cubic inch of 310 is based and limited to maximum allowed over bore and stock stroke.
2. Roller rockers of any type are allowed.
3. All heads must be OEM and must be cast prior to 1973. No slant plug heads.
4. Ford Boss heads may not be used on 1968 or earlier Ford cars.
5. All brake calipers must be of period design and available in period.
6. Maximum wheel width is 8", maximum diameter is 15".
7. Fiberglass fenders and doors are specifically not allowed.
8. Dry sump tanks must be mounted within the engine compartment or be mounted so as to pass a safety inspection by the HVR Chief of Tech.
9. Tires: DOT 50 series or higher or Goodyear Blue Streak racing tires or equivalent treaded vintage tire made by Avon, Hoosier or Dunlop, no slicks, 2/32" minimum tread, no re-grooved or recaps.
10. Alternate material is approved for hoods and deck lids.
11. Dog ring type transmissions are approved
12. Head lamps and glass tail lamps must be taped.
13. Other HVR exceptions may apply.

B-Sedan: Cars that ran in SCCA B-Sedan prior to 1973. Examples include Datsun 510, Alfa GTV, BMW 2002 and Lotus Cortina.

1. Engine limit of 2000cc (up to and including 1970 GCR) or 2500cc (1971 and 1972 GCR 2.5 Trans-Am spec.)
2. Maximum rim width is 7".
3. Tires: DOT 50 series or higher or Goodyear Blue Steak racing tires or equivalent treaded tire made by Avon, Hoosier or Dunlop, no slicks, 2/32" minimum tread, no re-grooved or recaps.
4. Alternate material is approved for hoods and deck lids.
5. Roller rockers are approved.
6. Dog ring type transmissions are approved.
7. Head lamps and glass tail lamps must be taped.
8. Other HVR exceptions may apply.

C-Sedan: Cars that ran in SCCA C-Sedan prior to 1973. Examples are 1275 Mini Cooper S, Alfa 1300 GTA.

1. Maximum engine size is 1300cc.
2. Maximum rim width is 6".
3. Mini's may run fiberglass nose.
4. Tires: DOT 50 series or higher or Goodyear Blue Streak racing tires or equivalent treaded vintage tire made by Avon, Hoosier or Dunlop, no slicks, 2/32" minimum tread, no re-grooved or recaps.
5. Roller rockers are approved.
6. Alternate material is approved for hood and deck lids.
7. Dog ring type transmissions are approved.

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8. Head lamps and glass tail lamps must be taped.
9. Other HVR exceptions may apply.

A-Sports Racing (ASR): Mid-engine, V-8 powered sports-racers on slicks or treaded tires. Other sports-racers with slicks or 4-valve engines. Examples are Chevron B19, Lola T212, McLaren-Chevy, Genie-Buick.

1. Can-Am cars run thru 1974 are allowed.
2. Turbocharged cars are not allowed.
3. Roller rockers are allowed.
4. Dog ring type transmissions are allowed.
5. Head lamps and glass tail lamps must be taped.
6. Other HVR exceptions may apply.

B-Sports Racing (BSR): Mid-engine, sports-racers and Clubman cars up to 2000cc on treaded tires. Examples are Bobsy SR-3 Twin cam, Lotus 23, Mallock U2/1600 Ford

1. All cars with Coventry-Climax FPF engines regardless of displacement
2. No 4-valve engines allowed.
3. No wings allowed.
4. Roller rockers are allowed.
5. Dog ring type transmissions are allowed.
6. Head lamps and glass tail lamps must be taped.
7. Other HVR exceptions may apply

C-Sports Racing (CSR):

1. 1300cc engines maximum.
2. No wings allowed.
3. Treaded tires only.
4. Roller rockers are allowed
5. Dog ring type transmissions are allowed.
6. Other HVR exceptions may apply.

D-Sports Racing (DSR):

1. 1100cc engines and under.
2. No wings allowed.
3. Treaded tires only.
4. Roller rockers are allowed.
5. Dog ring type transmissions are allowed.
7. Other HVR exceptions may apply.

FA: Formula cars which raced in and conform to 1980 or earlier SCCA or FIA class.

1. Period body work must be used.
2. Cars may run on slicks.
3. Other HVR exceptions may apply.

FB: FB, FSV, F2, to 1972; F-1 cars up to 1960.

1. Treaded tires are required.
2. Wings are not allowed.
3. 4-valve engines are not allowed.
4. Other HVR exceptions may apply.

FC: FC, F3, F2, Mid-engine F-Jr 1100 cc and under, all with 1972 cut-off date.

1. Wings are not allowed.
2. 4-valve engines are not allowed
3. Treaded tires are required
4. Other HVR exceptions may apply.

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FF1: FF to 1972. 1972 or earlier FF or Monoposto regulations. Example: Merlyn Mk.20, Titan Mk.6.

1. The following spec tires are required: Monoposto Racing Historic Formula Fords will use only the following tires:

Front: Dunlop 135/545-13	CR82 9092 Formula Ford
Rear: Dunlop 165/580-13	CR82 9092 Formula Ford

2. Standard 9092 compound only, 476 is not allowed.
3. Additional grooving or hand cutting is not allowed.
4. Rain tires are not allowed.
5. Steel wheels are required.
6. Other HVR exceptions may apply.

FF2: Formula Fords from 1973 to 1980, which meet 1980 or earlier SCCA regulations. Earlier FF's may choose to run in this class as well. Example: Lola T340, Merlyn Mk.029.

1. Slicks are allowed.
2. Mag wheels are allowed.
3. Other HVR exceptions may apply.

FV: FV meeting 1972 SCCA GCR or Monoposto regulations. Entrant to show proof of date of manufacture of similar model. Example: Zink FV to 1972.

1. Slicks or treaded tires allowed.
2. Working fan belt required for cooling, generator must spin but may be gutted.
3. Fan shroud must remain.
4. 12 volt batteries are allowed.
5. Zero-roll (unless original as D-13 and Shadowfax) is not allowed.
6. Modern body updates not allowed.
7. Monoshock not allowed.
8. Chrome 4.5" steel VW-style wheels are allowed.
9. The 1385 cc 40 hp kits may be used.
10. Magnesium alloy or aluminum material is authorized for engine cases.
11. Oil coolers and filters are "free".
12. Fuel cells are required.
13. Other HVR exceptions may apply.

FV-2: Meeting 1979 GCR (Formula V2)

1. Magnesium alloy or aluminum material is authorized for engine cases.
2. Fuel cells are required.

SV: Meeting 1972 GCR (Formula SV)

1. 1700 cc engine is allowed.
2. Magnesium alloy or aluminum material is authorized for engine cases.

Modifieds:

- Must be in period configuration and use period technology (1950's) and parts.
- Treaded tires required of 60-series or taller. 6" maximum wheel width. Wheels should be of period appearance (modern copies like Panasport, American Torque-Thrust, Halibrand, etc. OK). No 3-piece wheels allowed.
- Brakes must be of period availability (no Wilwood, vented rotors, etc.) Disc brakes may be substituted for drums only if fitted to at least one similar car prior to 1962. Proof is responsibility of the driver. Any drum brake may be substituted for any other drum brake (including Alfin drums). Alternate period calipers may be used in place of Halibrand spot brakes.
- The following cars are specifically NOT allowed in Group 4: Lotus 19, Elva Mk.6, Cooper Monaco. They run in BSR, Group 6 depending on engine.
- Period sports-racers may be replicated using only period parts (including an original, non-repro production car frame). Owner must furnish documentation on car replicated. Example: Devin-Healey or Triumph, etc.
- Other HVR exceptions may apply.

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APPROVED CARS FOR CLASSES WITHIN HVR CLASSIC GROUP 4

Please submit cars not listed for classification. Cars with non-SCCA approved modifications may be reassigned to another class or group. Classes will be broken down farther as participation levels increase.

C Modified:

- Chevrolet Corvette 1962 327" engine. SCCA correct induction and drum brakes.
- Ferrari 250 SWB coupe and California.
- Aston Martin DB-4 series.
- Jaguar XK-150 with disc brakes and/or 3.8.

Modifieds over 2000 cc.

VA:

- Chevrolet Corvette V-8 to 1961. 283 engine/SCCA correct induction and drum brakes.
- Ferrari (all over-2 liter street models exc. SWB) to 1961.
- Mercedes 300SL.
- Jaguar XK-120/140/150. Drum brakes and 3.4 only.
- Porsche 356 Carrera 1 (drum brake).
- BMW 507.
- Maserati 3500GT to 1961.
- Allard K and P series with V-8.
- Ford Thunderbird 1955-57.
- Woodill Wildfire and Glasspar.
- Austin-Healey 100/6 with Webers.
- Austin-Healey 100-S.

Modifieds up to 2000 cc.

VB:

- Allard Palm Beach with 4 or 6 cylinder engines.
- Aston-Martin DB-2 series.
- Daimler SP-250 (all).
- Morgan +4 with Triumph and Standard engines.
- Nash Healey.
- Morgan 4/4 with 1340 cc engine.
- AC Ace and Aceca with AC or Bristol engines.
- AH 100/4, 100/6 and 3000 (SU carbs).
- Porsche 356, A and B. 1500 and 1600 (drum brakes).
- Arnolt-Bristol.
- Frazer-Nash 2-liter models.
- Ginetta G-4 with 997 cc 105E only.
- Healey Silverstone.
- Swallow Doretti.
- Alfa Romeo 2000 to 1961.
- Siata 208S.
- OSCA street models.
- Jensen 541.
- Lancia Aurelia.
- Triumph TR-2, TR-3 and TR-3B.
- Maserati 1500 and 2000 street models.

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- Lotus Super Seven to 1961 with 1340 cc Ford 109E engine only. No crossflow or 1500 cc.
- Lotus 7A with BMC 950 or Ford 997.
- Corvette 6-cylinder models 1953-55.
- Ferrari two-liter street models.
- MGA and twin cam (all including Mk.II)
- Elva Courier Mk.I to III with MGA engines.
- TVR Grantura with Climax or MGA engines.
- Mercedes 190SL.
- Fiat 1500S.

VC:

- Alfa Romeo 1300 models to 1961.
- Morgan 4/4 flat radiator with Climax or 1267 cc Standard engine.
- Morgan Trikes.
- Sprinzel Sprite.
- Turner 950S (drum brakes).
- Fiat 1200.
- Fiat and Fiat-Abarth (all street models).
- Renault Alpine to 1961 (drum brakes).
- Lotus Elite.
- AH Sprite (Bugeye only). 948 cc with disc or drum front brakes. SU carbs.
- Morris Minor 948 cc.
- Berkeley.
- Crosley SS and Hot Shot.
- Denzel 1300.
- Porsche 356 1100 cc and 1300 cc.
- Dellow.
- Fairthorpe Electron.
- MG T-Series (standard or blown).
- HRG (all).
- Lancia Appia.
- Morgan 4/4 with 997 cc Ford 105E or side-valve 100E engines.
- Dyna Panhard and all DB models.
- GM: 850 cc to 1100 cc.
- HM: Up to 850 cc.
- Pre-WWII sports and race cars on period tires.

FF-JR:

- Front-engine F-Jr.
- F-III with motorcycle engines.

F-JR:

- Rear engine F-Jr with drum brakes and production (non-Hewland) gearbox.

NON-SCCA SPEC PRODUCTION CARS: Example: Lotus S-7 Twin Cam was not SCCA legal, but they were built by the factory and raced in England with the RAC. HVR classifies them in C-Production.

Production cars built to 1972 or earlier alternate club regulations (RAC, FIA) are allowed, but will be classified by the Chief Steward by anticipated performance levels. Note that these regulations must be followed accurately no picking and choosing from among several sets of regulations. These cars can be re-classified at any time if they turn out to be too quick (cars built to SCCA regulations will not be re-classified). Entrant is responsible for documenting questioned modifications (must be of period practice and legality). And, HVR exceptions may apply.

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E. VEHICLE SAFETY EQUIPMENT:

1. **SEAT BELT HARNESS:** All race cars must be equipped with an approved 5 or 6 point racing safety harness of nylon web material. Lap belts and shoulder belts must be a minimum of 2" wide. All harness mounting points must be metal-to-metal to the car's frame or suitable sub-structure. Safety harnesses must bear a "date of manufacture" label and be NO MORE THAN FIVE (5) YEARS OLD. Open cockpit cars must also have nylon web material arm restraints of no less than 1" in width.
2. **ROLL BARS/CAGES:** All race cars must have a roll bar or roll cage that was, at a minimum original to the time of the car's manufacture and/or meet 1972 SCCA General Competition Rules. Post 1972 cars must have roll-over protection, current with their organization's requirements, as long as they exceed HVR rules and regulations. No race cars are allowed to participate in any HVR race event without approved rollover protection. Bars within proximity of driver's helmet must be padded with SFI-45.1 padding material.
3. **FIRE PROTECTION:** All race cars must be equipped with at least a 2 lb. dry chemical fire extinguisher, securely mounted in the cockpit of the car or an on-board manual or automatic fire suppression system. On-board manual or automatic fire system is strongly recommended.
4. **ELECTRICAL CUT-OFF SWITCH:** All race cars are to be equipped with an exterior mounted and/or accessible electrical cut-off switch that must be clearly labeled and accessible for activation. The switch must totally "cut-off" all electrical power including the engine ignition when in the "OFF" position. Cars running alternators must have a switch that simultaneously cuts off its functionality. All terminals must be covered with a dielectric material to prevent contact with metal.
5. **WHEELS:** Wheels must be in good condition, with no cracks or excessive damage. Wire wheels must be in good condition with even tension on all spokes. No holes.
6. **EYEBOLT:** All closed race cars must have a front mounted "eyebolt" with 2" minimum ID for attaching a tow line in the event the car becomes disabled. It is highly recommended that the rear of the car also contain a towing eye. Even though formula cars and open cars can use the roll structure for towing it is recommended that "production" style bodies still mount towing eyes for workers convenience and ease of extraction.
7. **SUSPENSION:** The suspension and steering systems shall not have excessive play.
8. **CATCH TANKS:** No oil, coolant, or other fluid leaks shall exist. Catch tanks of no less than one (1) quart for each type of liquid are required for engines, radiators, etc...
9. **BRAKE LIGHTS:** All race cars originally equipped with brake lights must have at least one operable light in proper working order. All formula cars and sports racers must have an operable "rain light".
10. **REARVIEW MIRROR:** All race cars must have at least one rearview mirror. It is strongly recommended that mirrors should be sufficient to give visibility to the right, left and center rear.
11. **VEHICLE SECURITY:** All body panels, hoods, decks, doors, batteries, catch cans, etc. shall be adequately secured in place. Cockpit mounted batteries and battery terminals shall be covered.
12. **FUEL CELLS:** Fuel cells required in all classes except Exhibition. The "fill plate" must have a dedicated ground wire from one of its bolts to a suitable ground position. Bladder must be enclosed in a metal container. Exceptions may be granted where exceptional authenticity issues are involved.
13. **BRAKES:** Brakes must have adequate suitable pedal movement and sufficient fluid in the master cylinder. No visible or apparent leaks, with or without being under pressure; and must operate on all wheels. Brake hoses must be in good condition with no abrasions or cracks. Brake pads or linings must be equal to or exceed original equipment. Brake fluid quality clear without debris.
14. **WINDOW SAFETY NET:** All enclosed cockpit race cars must have an HVR approved window safety net attached to the roll cage, or the driver must use arm restraints. The release mechanism of the net must be attached to the top of the roll structure so that when released the net will fall down from the window area.
15. **ARM RESTRAINTS:** All open cockpit race cars shall have driver's arm restraints.
16. **LIGHT LENSES:** Cars with glass/plastic head, parking, running and tail lights must tape these lights. Clear tape is acceptable. Brake lights must be taped in a manner to allow visibility when illuminated.
17. **CAR NUMBERS – ALL GROUPS:** The Race Chairman maintains a master log of all HVR assigned car numbers. The numbers assigned are permanent. If the car is not run in a year, the number is freed up and can be re-assigned. Car numbers are to appear on each side and on the hood or rear deck, be permanent in nature, be no less than 10" high, with no less than a 1.5" stroke width, and be a contrasting color to be readily visible. If race officials determine that the numbers are not suitable, the numbers must be altered or replaced before the car may enter the race track. "Shoe Polish"

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numbers are NOT allowed. All numbers must appear neat and professional. Magnetic numbers are allowed, so long as they do not come off at speed.

F. DRIVER APPAREL/EQUIPMENT:

1. **HELMETS:** All drivers must wear an approved helmet with a current Snell Safety Foundation designation of SA2015 (2015) or newer. The driver's name, blood type, allergies, contact lens wearer and date of last tetanus injection must be displayed on the rear of the helmet. Labels of a temporary nature are not acceptable. Plastic tape is acceptable.
2. **DRIVING SUIT:** All race drivers must wear a fire resistant suit of two or more layers. The suit must be made of Nomex or equal. One layer suits must be complemented with Nomex or equal underwear. Socks must also be of Nomex or equal.
3. **EYE PROTECTION:** Goggles or a protective face shield must be worn in open cockpit cars and non-breakable eye protection or face shields must be worn in closed cars.
4. **GLOVES:** Driving gloves must be of Nomex or equal.
5. **HOODS:** Drivers with long hair or beards must wear Nomex or equal hoods.
6. **SHOES:** Drivers shoes must be manufactured of fire resistant material or shoes with all leather on the upper portion of the shoe.

G. DRIVER ETIQUETTE (ALL GROUPS):

Your driving is expected to be of the highest standard for the protection of everyone involved. Drivers will be observed and judged for safe driving by the Race Chairman, Chief Steward, course officials and peers. If any driver is driving in a careless, unsafe or erratic manner, they will receive a Black Flag and must immediately report to the Hot Pit Area for a conference with the Chief Steward or his designee(s). If a second Black Flag needs to be shown, the driver will report to the Hot Pit for another conference with the Chief Steward and then return to the paddock for the remainder of the scheduled track session. A third Black Flag shown to the driver will cause the driver to return to the Paddock Area and be excused from the remainder of the weekend.

Any car contact with another car or other object: The responsible driver will be excused for the remainder of the event weekend and may be subject to further review and possible additional penalties. When the two drivers cannot agree on who is the responsible party, both drivers may be excused for the remainder of the weekend. In a passing situation, the overtaking driver has the responsibility for making a safe pass but this does not relieve the overtaken driver from any responsibility. Both drivers must be alert (i.e. constantly checking your frontal field of vision and your mirrors) and observant of what is occurring around them at all times. When possible, slower drivers should point faster drivers around them. Chief Steward has the final word.

As a Vintage Motorsports Council member, HVR is required to report any incidents or infractions that result in any property damage or injuries and the driver will be put on thirteen (13) month probation. License renewal in that period will be questioned.

H. TECHNICAL INSPECTION (ALL GROUPS):

HVR requires cars and drivers gear to be annually inspected on a running one year or twelve (12) month period from the last annual inspection performed. At each event, personnel to conduct technical inspections will be available. All cars entered in any event must be registered with HVR and have received an annual inspection approval within the past year. At each event HVR or guest logbooks must be presented to the inspector to confirm this has been done. All vintage race prepared cars are to be issued a log book. If a car has been issued a log book from another approved racing organization, it will be accepted as long as the subject car has received an annual inspection within the calendar year of the scheduled event.

HVR members new race prepared cars not seen by HVR before must be inspected, approved and HVR log books issued before the car can participate in an event. For future events during the remainder of the calendar year, the driver need only fully complete the event technical inspection form, and present to Tech Inspection along with the car log book, personal driving apparel, and equipment for inspection. It is to be understood that not all items and systems can be totally checked during the course of an inspection, therefore it is the drivers/owners responsibility to see to it that the car is in sound running and working order not only for the drivers safety but for the safety of all the other participants and spectators as well. SCCA, IMSA, etc. race cars will not be issued an HVR logbook.

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Technical Inspectors will be looking for the obvious items (i.e. proper rollover protection, seat harness, steering/suspension components, battery covers/mounting/connections, fluid collection cans, exhaust systems, fire extinguishers, fuel cells, fluid lines, proper personal safety equipment, brakes, brake lights, rain lights, brake fluid level/quality, wheel bearings, firewall configuration, undercarriage, tires/wheels, window nets, arm restraints and other such items. All cars must be in good running condition and show proper preparation and maintenance. The Race Chairman, Chief Steward and/or Chief Technical Inspector have the right to decline any entry for general condition and appearance. Their decision will be final.

I. APPEALS:

Even though vintage/historic racing does not recognize winning at all costs, it is very competitive and certain clarifications, classifications and other subjects may arise. If you feel that you, or someone else, are not properly grouped, classed, have been treated unfairly or have a legitimate complaint, it must be brought to the attention of the Appeals Committee and the Chief Steward in the form of a written or verbal protest. The protest must address specific items and not be of a groundless nature, to be considered and resolved.

J. EVENT RULES COMMITTEE:

Vehicle Regulation Committee will meet at the discretion of HVR management for the purpose of resolving any questions or disputes that may arise. The committee may modify the HVR Rules, Regulations and Supplementary Event Rules without notice.

K. DRIVER SCHOOL GROUP:

To be held at certain events, see schedule for when and Group 5 for more details. Students must register no later than ten (10) days before the event as we have a lot of information for you to study. Make sure your car is ready. You will not have time to beat and bang on your race car during this weekend.

L. HVR VINTAGE VEHICLE GROUP CLASSIFICATION:

CARS BY CLASS LISTING:

Group One: AS, AP, BP, FIA, ASR.

Group Two: CS, FP.

Group Three: FV, FV2, SV, FC, FJR.

Group Four: VA, VB, VC, CM, DSR, HP, FFJR (front engine Formula Jr.), SFP (spec Sprite).

Group Five: School or other specified by HVR.

Group Six: FA, FB, BSR, CSR, FF1, FF2, S7.

Group Seven: CP, DP, EP, BS

For period SCCA regulations, order the Historic GCR/PCS p/n 5684 (\$35 SCCA members, \$40 non-members) from the SCCA Merchandise Division. Or, download PDF file of Merchandise Order Form.

These regulations do not override any safety requirements mandated by HVR. Fuel cells and roll bar/belt assemblies are approved for all cars. Roll cages in production and Group 4 cars should be contained in driver and trunk compartments. Fuel cells required in all HVR cars unless specifically exempted by head of tech due to exceptional authenticity issues. This is an insurance/liability issue.

M. SUMMARY OF HVR EXCEPTIONS TO 1972 SCCA PRODUCTION CAR REGULATIONS (PCR).

1. 302 allowed in any Ford product that took 260 or 289.
2. All Sunbeam Tigers run in BP, not CP.
3. All SCCA approved production 911 Porsches run in CP.

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4. Production cars may upgrade to bigger versions of their original carburetors or replace them with Webers with the same number of barrels (i.e. Midget with a single Weber in place of two SU's). Manifolds should be of period design. This regulation may be tightened down in the future.
5. The following cars can be built up from production versions (the SCCA required correct chassis numbers but we do not): GT-350, GT-500, Yenko Stinger, Abarth 124 Spyder, Porsche 914/6.
6. Minis may use fiberglass noses in place of metal.
7. CP XKE can substitute fiberglass hood in place of optional aluminum hood.
8. 289 Cobra with Webers runs in AP as per 1965 SCCA regulations.
9. CP 2.4 liter 911 was only homologated with factory mechanical butterfly injection and must be run as such. Other 911's can run Webers, factory injection or Solex carburetors.
10. TR-6 or TR-6 powered TVR can substitute triple Webers for factory fuel injection.
11. Later models of production cars that were SCCA approved in 1972 may be backdated to 1972 specifications, but they must be COMPLETELY backdated both technically and cosmetically.
12. Alternate material is approved for hoods and deck lids.
13. Dog ring type transmissions are approved.
14. Roller rockers are approved.
15. Other supplementary HVR exceptions may apply.

N. TRACK SAFETY & FLAGGING:

All safety flags and flagging signals recognized by SCCA are utilized by HVR. Emergency vehicles (EV's) will normally include no less than one (1) fully staffed fire/rescue vehicle and one (1) towing vehicle. Please be prepared to provide towing assistance for your car in the event of multiple requirements. EV, Red Flag and Black Flag locations will be announced at the driver's meeting prior to each event.

O. MEMBERSHIP FEE STRUCTURE POLICY:

MEMBERSHIP TYPE	EACH YEAR
Driver	\$75
Non-Driver	\$25
Sponsor	\$150 includes one driver.

Attention prospective students: You must register for the school at least 10 days before the school. We have a lot of information for you to study before you arrive. Please register early. Student registration will not be accepted if after the 10 day cut-off. Make sure your car is ready. You will not have time to beat and bang on your race car during this weekend.

P. LEGAL STUFF – WAIVER OF LIABILITY AGREEMENT:

By being a member of HVR and/or executing (or being present and not executing) a Waiver of Liability form upon entrance to any HVR event/function/social gathering, becoming an HVR member and/or becoming an event participant, in any manner or form, all parties whether car owners, drivers, car crews, vendors, event guests, spectators or other designation (Event/Function Attendees) at any HVR event or function or any HVR contracted facility (race track or other location) understand and agree, as a condition of their membership, entrance, presence and/or other association with HVR, and their entrance to or presence at a track or other facility, do hereby agree to FULLY release HVR, it's officers, board members, workers, volunteers, the Race track facility or other facility owners/operators, from any and all liability for any death, injury or injuries and property damage Event/Function Attendees may sustain to their person or property by reason of conduct of any person, entity or group, whether by natural causes, artificial causes, foreseeable or un-foreseeable causes, or whether by any defect in any vehicle, piece of equipment, facility, fixture or building, at or near said Event/Function Attendee(s).

Vehicle Regulations Committee decision is final. It is the owner's responsibility to justify questioned modifications by having copies of regulations, photos, etc. The penalty for overdriving is more than the reward for winning.