

Supplementary Regulations for the Historic Racing Group (HRG) Series

The purpose of this series is to provide a place to race older “sports cars” and “sedans”. It is intended as a venue for cars that otherwise would not be racing, or returned to racing, due to the investment or other requirements necessary to meet current SCCA specs, from a performance viewpoint. It is also intended to be a “fun” series of races.

If you have not participated in the HRG, it will be necessary for you to join the HRG and your car to be pre-approved for competition in the Series. This may be done by contacting the Series Administrator, Mike Harmuth, at ofracer@gmail.com, a sufficient time before coming to the track so that your current competition license may be noted, and your car classified for the series. It will also allow you to obtain a reserved number for the series as well as allow the delivery of series graphics to you so that your car may be properly identified as belonging to the series. Exceptions to this pre-approval requirement may be made only by the Series Chief Steward. New cars entering the Series will be reviewed for conformity with the Series rules by the attending HRG Driver’s Representatives

1. Eligible cars are those found in the

SCCA Historic GCR (1967) listed as:

Production Category Classes A through H
Sedan Category Classes A through D

SCCA Historic GCR (1972) listed as:

Production Category Classes A through H
Sedan Category Classes A through C
Showroom Stock Sedans
Showroom Sports Cars

SCCA GCR (1983) listed as

Production Category Classes D through H
GT Category Classes GT-1 through GT-5

Classes will depend upon the extent of participation. It is currently intended that the Series will consist of five classes. These classes are as shown below:

Class 1

Up to 1300 cc., plus
Volkswagen Super Beetle - 1584 cc
Renault R5/LeCar - 1397 cc

Class 2 1301 to 1800 cc., plus

Porsche 356 - 1290 & 1286 cc (4 cyl)
Opal GT 1900 (1897cc)

Class 3 1801 cc to 2500 cc., plus

Yenko Stinger or Corvair equivalent (2687cc)

Class 4 2501 cc to 3500 cc

Class 5 Over 3500 cc and all V8 (and above) engined cars

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The Series Administrator reserves the right to reclassify any car at any time due to its performance in relation to the other cars in its class.

2. Dues in the HRG are specified and payable through the HRG

website. (<https://historicracinggroup.com/the-hrg-store.php>) First-time drivers in the Series are allowed to race for the first weekend without paying dues. Otherwise, dues **MUST** be paid IN ADVANCE of putting a wheel on track at an HRG event. Drivers who participate in fewer than three races (not weekends) may request, in writing, a refund of \$35.00 after the final race of the season, but before December 31 of the same year. Note that a “double” weekend counts as two races. Unpaid dues from previous seasons are still considered to be owed, and Drivers will not be allowed to participate in HRG until these delinquencies are paid in full. **You will not be allowed to put a wheel on track this year until your dues are paid!**

3. Drivers’ Representatives (DRs) will be elected by the current drivers. The number of DRs will be equal to the number of HRG classes. An attempt should be made to elect a representative from each HRG Class. If there is not a reasonably active person in any given class this may result in a DR being named from another class.

4. Cars which race in SCCA Club Racing events are not eligible for this series, unless they are converted from their current Club Racing configuration to that required by this series. This specifically includes tire and wheel applications (See #5 below); conformation to the “neat and clean” rule (See #6 below); and Series designations (See #7 below).

5. All cars shall conform to the Performance Preparation Rules of the Vintage General Competition Rules (GCR) (1967, 1972 or 1983). Safety equipment must conform to the (regular) GCR for the year the car was first issued an SCCA log book or better. The following exceptions will be made:

a. Tires & Wheels - All tires shall be either DOT or designated as vintage (by the manufacturer) treaded tires (radial or bias-ply) available over the counter through the manufacturers’ tire dealer network. Recapped, and regrooved tires are prohibited. The brand of tire and tire pressures are unrestricted. The only modifications allowed to tires are having treads “shaved”, “trued”, or “molded” to racing depth. Rain tires are free but shall not be true “snow tires”

Racing slicks are not permitted. If however a competitor indicates a desire to “try” the Series, he/she will be permitted to use slicks for one race weekend only. No points or trophies will be given to this person for this race (or races). Competitors who finish behind a car with slicks will move up one position in the final race standings. (As if the car with slicks wasn’t there.)

Wheels – Cars with stock wheel diameters smaller than 15” will be permitted to increase their diameter up to 15”. Cars with stock wheel diameters of 15” will be permitted to increase their diameter up to 16”. Wheel width is limited to 10”.

b. Seat belts and harnesses shall conform to the current GCR specs.

c. Driver’s seat, method of attachment, and bracing shall comply with the **current** GCR. The passenger’s seat may be removed, except for Showroom Stock Cars.

d. Drivers equipment - as per the **current** GCR. It is required that all drivers wear a head and neck (HANS) support device.

e Roll cages – The car must conform to the rules in effect when it's original log book was issued (as per the SCCA Vintage GCR). If a vintage car does not have its original logbook or is a "new" build of a vintage race car, it must conform to the current SCCA GCR.

Important note - Cars with valid logbooks from other recognized organizations (VRG, SVRA, IMSA, PCA, etc.) need to follow the supplemental rules for non SCCA logbooks. This document can be found on the HRG website. In general, it states if you're compliant with the other sanctioning bodies' rules and your safety equipment meets the current SCCA GCR, your car will be allowed to race at SCCA events with a Vintage Racing Sanction.

f. Engine – The engine's **ACTUAL** displacement will determine the classification of the car.

1. **Bore size may be increased a maximum of 0.047" (1.2mm)**, but the resulting change in displacement affects the actual displacement and possibly the classification
2. of the car.
3. Period and model-correct block and/or crankshaft swaps are permitted, but resulting changes in displacement greater than the allowed overbore will automatically classify the car in the next higher class.
4. Wet sump cars may be converted to dry sump.
5. Steel braided hoses may be substituted for all "soft" hoses in the engine bay as well as throughout the car.
6. Turbo chargers/ Superchargers
A forced induction displacement multiplier of 1.5 is applied to all turbocharged and supercharged engines. For example, a 2.0L turbo engine is classified as a 2.0L X 1.5 = 3.0L engine. This multiplier applies whether the forced induction is done by the original manufacturer or installed as an aftermarket upgrade.
7. Rotary engines are assessed a displacement multiplier of 2.0.
For example, a 1.3L rotary engine is classified as a 1.3L X 2.0 = 2.6L engine
NOTE: Rotary engines that have forced induction are assessed both displacement multipliers. For example, a 1.3L turbo rotary engine is classified as 1.3L X 1.5 X 2 = 3.9L

g. Transmission and Driveline – Must be functionally equivalent to the unit provided by the manufacturer. Gear ratios are free with no increase in the number of forward speeds. **Except when allowed by the GCR and related publications, an increase in the number of forward speeds will result in the car being classified in the next higher class.** Internal components in the transmission and differential are unlimited, but must use and be fully contained in the original housing(s).

h. Electrical systems – Electronic ignition is allowed, provided the original system of distribution is retained (e.g. distributor). Crank-fired systems are prohibited.

i. Brakes – The braking system may be upgraded, but must be of the same type as was standard or optional, including manufacturers' performance options that is, disc / disc, disc / drum, or drum / drum. The addition of vented, slotted, or drilled rotors is permitted. Discs and drums must be ferrous except when allowed by the GCR and related publications. Steel braided lines may be substituted for "soft" brake lines.

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- j. Suspension – Anti-roll bars may be added or deleted. Spring rates and heights are free. Lever type shocks may be substituted with coil-overs. Ride height is free. Suspension mounting points may be reinforced or modified to allow adjustments in alignment.
- k. Body – The addition of fender flares, spoilers, and air dams are permitted. Rolling of wheel arches for tire clearance is permitted. In two door cars (hatchbacks do not count as a door) glass or hard plastic (Lexan, polycarbonate, etc.) windows (side and rear) are required in all positions behind the door window openings. Hood, trunk/deck lid, fenders, and door skins may be replaced with fiberglass or other composite non-metallic material.
- l. Towing eyes – Front and rear towing eyes are not required but are strongly recommended. If the car is to run also as an SCCA GCR legal car, towing eyes are required in all cars without an exposed roll bar.
- m. Fuel Cells - As Specified in the current and Vintage SCCA GCR.
- n. Fuel testing port(s) are not required by HRG, but are quite possibly required by other SCCA racing groups.
- m. Mufflers are not required. Sound limits are subject to any local or track ordinance. (Check the Supplementary Regulations for each event!)

Various competitors have indicated that some cars were not presented in the configuration spelled out in the Vintage GCR. While it is the intention of the organizers to conduct a series in which all competitors meet the letter of the rules, it is recognized that some cars may have been constructed to meet other series' rules, or may have had certain other modifications made which are not specifically included in the Historic GCR. **In these cases, competitors should bring discrepancies to the attention of the Series Administrator for his action.**

Competitors must realize that at any given event the Scrutineers may not have the time or ability to conduct a detailed technical inspection of each car. These races are being run as an addition to other races being conducted on the same weekend, which are Championship races for various other series. This series is intended as a “fun” series of races, and should not be taken as an additional attempt to win a Championship. Competitors are ultimately responsible for the safety of themselves and their car.

Mechanical protests are not encouraged. The Series Administrator or his designee will set the protest fee for a mechanical protest on a case-by-case basis.

6. Particular attention will be paid to the “neat and clean” rule, which is found in various paragraphs of the Historic GCR. Specifically, cars, which sustain racing damage at one event, will be expected to repair the damage before the next event so that the spirit of the rule is enforced. Additionally the car will be expected to present an appropriate appearance for the period of the car. See Paragraph 5k above for exceptions. No cars with bodywork damage or that are partially or totally in primer will be approved for competition. The Series Administrator shall have the authority to reject any car which in his opinion does not comply with the spirit of the rules

7. All cars will be requested to display, on both sides, the HRG designation which will be in the form of a decal with included class number. If additional sponsorship for the Series is obtained, participants will

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be required to display decals indicating that sponsorship in a manner and location specified by the sponsor or organizers. **Failure to do so, unless excused by the organizers, will result in the car's exclusion from the event.**

“Number balls” (a white round background with black numbers therein) are encouraged but will not be mandatory if the car has a “special” racing history with a particular number or if the car is presented with a number already applied which appears to be in keeping with the spirit of the Series. In all cases, the final decision is that of the Series Administrator or his designee.

All graphics (Series designation, number balls, and included numbers) will be available from the Series Administrator and are included with your membership fee. Sponsorship decals, if required, will be available from the Series Administrator at no charge.

8. Over-aggressive driving and/or unsportsmanlike conduct will not be tolerated. It is expected that competitors will treat each other in the spirit of the Series. **Competitors judged as being in violation of the above will be counseled and may be penalized.** The Series Administrator or his designee has the final decision regarding this. The Series Administrator reserves the right to reject any prospective entrant without cause.

9. HRG registered drivers may run in more than one race per SCCA event sanction. No non-HRG registered driver may race in the HRG without obtaining prior approval from the HRG Administrator or Series Chief Steward, paying appropriate dues and entry fees, passing both SCCA technical inspection as well as HRG “series compliance” inspection.

10a. **Championship Points: If the current year consists of:**

- **5 races, all 5 will count toward year-end points.**
- **6 or 7 races, your best 5 results will count.**
- **8 or 9 races, your best 6 results will count.**
- **10 or 11 races, your best 8 results will count.**
- **12 or more races, your best 9 results will count.**

b. Points Structure

Before any race starts, there are a maximum of 20 points which can be awarded to each participant. These points are awarded for each sanction numbered event as follows:

1. Registering at the track – 5 points
2. Going on track for each practice and/or qualifying session, and participating in any qualifying race (not including warm-ups) before the start of the “main” race – 15 points
 - If there is only one practice/qualifying session held, all 15 points will be awarded for participating in that session.
 - If there are two or more sessions (not including warm-ups), the points will be divided equally among the sessions.
 - Example: If two sessions are held including any qualifying race, 7.5 points will be awarded for participating in each session.

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- Example: If three sessions are held, including any qualifying race, 5 points will be awarded for participating in each session.
- No points for finishing position will be awarded in a qualifying race unless specified by the Series Administrator.
- In every case above, it is not necessary to complete a lap to be awarded points for that session.
- Crossing either the race control line or timing line will be considered an attempt to run that session.

Finishing points are awarded as per the SCCA National Championship Racing points schedule, as listed in the current GCR. Points are awarded to all finishers through 9th place as listed below.

Position Points

1st - 12
2nd - 9
3rd - 7
4th - 6
5th - 5
6th - 4
7th - 3
8th - 2
9th - 1