

2004 Supplementary Regulations for the Historic Racing Group (HRG)

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 (2004) SCCA specs, both from a safety and/or 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 calling or e-mailing the Series Chief Steward at (201)-337-6454, or “dpanasnj@cs.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.

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 (1973) listed as:
Production Category Classes A through H
Sedan Category Classes A through C
Showroom Stock Sedans
Showroom Sports Cars

Additionally - cars which do not meet the letter of the Historic GCR may be submitted to the HRG administrator or series steward for possible inclusion on a case-by-case basis. It is strongly recommended that discussion be held with the Series operating personnel well in advance of bringing a non-conforming car to the track.

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:

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| 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) |
| Class 3 | 1801 cc to 2500 cc. including
BMW 2002tii - 1990 cc (4 cyl w/ fuel injection) - this car by allowance |
| Class 4 | 2501 cc to 3500 cc |
| Class 5 | Over 3500 cc and all V8 engined cars |

2. 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 applications (See #3 below); conformation to the “neat and clean” rule (See #4 below); and Series designations (See #5 below).
3. All cars shall conform to the Historic GCR as to vehicle specifications with the following exceptions:
 - a. Tires - All tires shall be DOT approved street tires (radial or bias-ply) available over the counter through the manufacturers’ tire dealer network. Slicks, racing, 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. **An appropriate sized tire for the car shall be used.** Rain tires are free but shall not be true “snow tires”.
 - b. Seat belts and harnesses shall conform to **current (2004)** specs.
 - c. Driver’s seat, method of attachment, and bracing shall comply with the **current (2004)** GCR. The passenger’s seat may be removed, except for Showroom Stock Cars.
 - d. Drivers equipment - as per the **current (2004)** GCR.

Various competitors have indicated that some cars were not presented in the configuration spelled out in the Historic 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 Chief Steward or 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.

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

4. 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. No cars with bodywork damage or that are partially or totally in primer will be approved for competition. The Series Chief Steward shall have the authority to reject any car, which in his opinion does not comply with the spirit of the rules. **In 2004 more emphasis will be given to upholding this rule.** It is realized that some cars were allowed to participate in earlier years, which were not entirely to the liking of either the organizers or the participants. This is not expected to be the case in this or future years.

5. All cars will be required 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 also 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 Chief Steward or his designee.

All graphics (Series designation, number balls, and included numbers) will be available from the Series Administrator or Chief Steward for a nominal fee. Sponsorship decals will be available from the Series Administrator or Chief Steward at no charge.

6. Roll bars/cages - It is recognized that some cars may have roll bars/cages which, while conforming to the Vintage Competition Rulebook do not meet current (2004) SCCA standards. This specifically applies to cars previously registered with SCCA prior to 1-1-79. With this in mind, it is suggested that all cars conform as closely as possible to the **current** rules regarding diameter, bracing and thickness of all components. It is preferable that all cars run with full roll cages including door bars as currently specified.
7. **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 Chief Steward or his designee has the final decision regarding this.
8. 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 steward.
9. In general, about 80% of the competitor's races count for points.
If the Series consists of 5 races, all 5 will count toward year-end points.
If the Series consists of 6 or 7 races, your best 6 results will count.
If the Series consists of 8 or 9 races, your best 7 results will count.
If the Series consists of 10 or more races, your best 8 results will count.

Point Structure

Register at the track - 5 points
Practice - 5 points
Qualify - 10 points

If only one practice/qualifying session is held - 10 points.

If more than one session is considered qualifying, (that is, multiple practice/qualifying sessions are held), the first session will be considered practice and 5 points will be awarded. The second session will be considered qualifying and 10 points will be awarded.

If a qualifying race is held to determine starting positions for the “main” race, it will be counted as a qualifying session. 10 points will be awarded for starting this race. No points for finishing position will be awarded.

If a qualifying session is held to determine starting positions in the above “qualifying race”, it will be considered a practice session and 5 points will be awarded.

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

<u>Position</u>	<u>Points</u>
1 st	12
2 nd	9
3 rd	7
4 th	6
5 th	5
6 th	4
7 th	3
8 th	2
9 th	1