HISTORIC MOTOR SPORTS ASSOCIATION

hmsa

STATEMENT OF PURPOSE

The purpose of the Historic Motor Sports Association is to encourage the restoration, preservation and use of historic, sports and racing cars. Our events and races are for fun with nothing to be won. Satisfaction and camaraderie among friends is the reward.

Our serious interest is in the cars. We want to see old cars with racing history RESTORED. Today many believe the term restore means, "...to make new". Webster says, "restore... to bring back to a former condition. We accept the latter. The enjoyment for us is in driving and experiencing the cars as they were. To support that we arrange our race groups by age and their engine size. Modern technology can make vast improvements in performance possible but that is not our desire and our rules are written with the intent to prevent such modification. We want the cars to be as they were not what they could have been.

Restoration, Preservation and Use.

Our events are not intended to offer individuals a "career option". There are other professional organizations which would be a better choice. HMSA is for the less driven (excuse the pun). Driving well is important, winning is not. Safety is very important and driving is a major contribution.

Racing at any level can be dangerous.

We, therefore, have rules and regulations which we hope will be helpful in making your participation both enjoyable and safe.

As an overview, we divide safety into two categories: Car and Driver. An old car cannot be made as safe as a modern car. A McLaren with a monocoque tub is definitely safer in a crash than an M.G., Ferrari or Bugatti. The driver of the old car is subjected to more possible injury due to car construction, seating position and inability to use selected modern safety devices to their best advantage.

We want you to be aware of these facts. You can get hurt in these cars. Making a car safe is one approach to safety. Making a driver safe is another. If the car is in good order then the driver must go wrong to have an incident. We place a very heavy emphasis on the driver. He is responsible for the preparation of the car (either directly or indirectly) and operates it. We expect entrants and drivers to understand the purpose of our events as stated and conduct themselves accordingly.

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2010 CAR CLASSIFICATIONS

CLASS A		
A-1	1900-1926	SPORTS & RACING CARS
A-2	1927-1939	SPORTS CARS
A-3	1929-1939	RACING CARS
A-4	1946-1954	GRAND PRIX CARS
CLASS B		
B-1	1947-1955	SPORTS CARS (GT)
B-2	1947-1955	SPORTS RACING CARS UNDER 1500cc
B-3	1947-1955	SPORTS RACING CARS OVER 1500cc
CLASS C		
C-1	1955-1961	SPORTS RACING CARS UNDER 2000cc
C-2	1955-1960	SPORTS RACING CARS OVER 2000cc
CLASS D	1959-1965	SPORTS RACING CARS
CLASS E		
E-1	1958 - 1959	FORMULA JR. (Front Engined Fiat, Lancia)
E-2	1959 - 1960	FORMULA JR. (Drum Brake cars)
E-3	1961 - 1963	FORMULA JR. (Disc Brake Cars)
E-4	1949 - 1963	FORMULA I - II
E-5	1967 - 1980	FORMULA ATLANTIC
CLASS G		
G-1	1955 - 1961	GT CARS UNDER 2000cc
G-2	1956 - 1962	GT CARS OVER 2000cc
G-3	1962 - 1966	GT CARS UNDER 2000cc
G-4	1963 - 1966	GT CARS OVER 2000cc
G-5	1967 - 1972	A SEDAN
CLASS H		
H-1	1964 - 1969	FIA MAKES CHAMPIONSHIP CARS
H-2	1970 - 1983	FIA MAKES CHAMPIONSHIP CARS
CLASS I		
I-1	1973 - 1980	HISTORIC IMSA GT CARS
I-2	1981 - 1984	HISTORIC IMSA GTP CARS
CLASS J		
J-1	1966 - 1968	HISTORIC CAN-AM
J-2	1969 - 1974	HISTORIC CAN-AM
CLASS K	1967 - 1978	HISTORIC FORMULA ONE CARS
CLASS L	1966 - 1972	HISTORIC TRANS-AM
CLASS M	1968 - 1976	HISTORIC FORMULA 5000 CARS
CLASS N	THRU - 1991	HISTORIC GRAND NATIONAL AND WINSTON CUP
CLASS O	1980 - 1991	HISTORIC IMSA GTO - ‘80s TRANS-AM CARS

CLASS A-1: 1900 - 1926 SPORTS & RACING CARS

Alco
Alfa-Romeo
Amilcar
Austin 7
Bentley
Benz
Buick
Bugatti T-37
Chenard-Walcker
Duesenberg
Fiat
Ford
Hispano-Suiza
Isotta-Fraschini
Lancia
Lorraine-Dietrich
Marmon
Mercedes
Mercer
Morgan MX
MG
Opel
Peugeot
Renault
Stutz
Sunbeam
Vauxhal
White

CLASS A-2: 1927 - 1939 SPORTS CARS

Alfa-Romeo
Alvis
Delahaye
Aston Martin
Bentley
BMW
Chrysler
Delage
MG
Frazer-Nash
HRG
Invicta
Lagonda
Mercedes-Benz
Talbot
Riley
Bugatti
Jaguar SS

CLASS A-3: 1929 - 1939 RACING CARS

Alfa-Romeo P3
Auto-Union
Alvis
Bugatti
Delage
Delahaye
ERA
Frazer-Nash
Maserati
Miller
Mercedes-Benz

CLASS A-4: 1946 - 1954 GRAND PRIX CARS

Alfa-Romeo 159
BRM V16
Ferrari 125, 375, 500
Maserati 4CL
OSCA
Talbot-Lago

CLASS B-1: 1947 - 1955 SPORTS CARS

Alfa-Romeo 1900
Arnolt-Bristol
Aston Martin DB2, DB2/4
Austin-Healey 100
Corvette
Doretti
Ferrari
Fiat 8V
HRG
Healey Silverstone
Jaguar XK-120
Lancia B-20
Maserati A6G
Morgan +4
MG-TF
MB 300SL Coupe
Nash-Healey
Porsche 1300
Siata 208S
Triumph TR-2

CLASS B-2: 1947 - 1955 SPORTS RACING CARS UNDER 1500cc

Aardvark	Ermini	Maserati A6GCS
Abarth 207	Ferrari 166, 195	Nardi
AFM	Fibersport Special	O.S.C.A. MT-4
Bandini	Frazer-Nash LM	Panhard
Cisitalia	Giaur	Porsche 550
Cooper-MG	Kieft	Siata
Crosley	Lister-MG	Simca
DB	Lotus Mk6, Mk9	Tanner T-1
Denzel	MG-TC, TD, Specials	Veritas

CLASS B-3: 1947 - 1955 SPORTS RACING CARS OVER 1500cc

Alfa-Romeo 6C-3000	Gordini	Lister-Bristol
Allard	HWM-Chevrolet	Maserati A6GCS/53, 250S
Aston Martin DB3, DB3S	Hagemann Special	O.S.C.A. 2000S
Austin-Healey 100S	Jaguar C-Type	Pegaso
Cunningham	Kurtis	Siata 208
Excaliber	Ferrari 212, 250MM, 340, 375, 750S	

CLASS C-1: 1955 - 1960 SPORTS RACING CARS UNDER 2000cc

Ferrari 500 TR, TRC	Parson-Maserati	Tojeiro
Cooper-Climax 1100	Porsche 550RS, RSK	Lola Mk1
Cooper-Porsche	Lotus Mk11, Mk15	Peerless LM
Dolphin	Maserati 150S, 200SI	Tanner
Elva Mk1, Mk3, Mk 6 (1100cc)	O.S.C.A. TN	

CLASS C-2: 1955 - 1959 SPORTS RACING CARS OVER 2000cc

Aston Martin DBR1, DBR2	Jaguar D-Type	Sadler
Balchowsky Specials	Kurtis SX	Scarab
Bocar	Lister-Corvette	Echidna
Chaparral I	Lister-Jaguar	Devin SS

Ferrari 250 TR, TRI, 290, 410, 412 Maserati 300S, 350S, 250S, 450S, T-60/61

CLASS D: 1959 - 1965 SPORTS RACING CARS

Abarth	Cheetah	Genie
Bobsy	Crossle	Lotus 19, 23
Brabham BT5, BT8	Dolphin	Porsche RS60/61
Cooper-King Cobra	Elva Mk6, Porsche	Webster
Cooper Monaco	Ferrari 250, 330P	

CLASS E-1: 1958 - 1959 FORMULA JR. (Front Engine, Fiat or Lancia engine)

Bandini	OSCA	Taraschi
Dagrada-Lancia	Stanguellini	Volpini

CLASS E-2: 1959 - 1960 FORMULA JR. (Drum Braked)

Alexis Mk1	DeSanctis	Lola Mk2
Ausper T3	Dolphin	Mooreland
Apache	Gemini Mk2	Lotus 18
Bandini BFS	Elva 100, 200	Cooper
BMC-Huffaker Mk1	Elfin	Sadler

CLASS E-3: 1961 - 1963 FORMULA JUNIOR CARS

Alexis Mk2, Mk3, Mk4	DeTomaso	Lotus 20, 22, 27
Ausper T4	Dolphin Mk2	Merlyn Mk3, Mk5
Brabham BT2, BT6	Elva 300	BMC-Huffaker Mk2
Emeryson	Condor S111	Gemini Mk3A,
Cooper T-56, T-59, T-67	Lola Mk3, Mk5	

CLASS E-4 1954 - 1963 FORMULA I, II CAR

BRM	Connaught	Lotus
Brabham	Ferrari 246	Maserati 250F
Cooper	Lancia D50	Vanwall

CLASS G-1: 1955-1961 GT CARS UNDER 2000cc

AC-Bristol	Fiat-Abarth Zagato	Peerless GT
Alfa-Romeo Giulietta,SZ,2	Porsche 356, Carrera	Lotus Elite
Arnolt-Bristol	MGA, Twin-Cam	Sunbeam Alpine
Austin-Healey Sprite	Triumph TR-3, TR-4	Morgan

CLASS G-2: 1956-1962 GT CARS OVER 2000cc

Aston Martin DB4, DB4-GT	Corvette 265, 283, 327	Jaguar E-Type
Austin-Healey 100-6, 3000	Sunbeam Tiger 260	Daimler SP250
Bizzarini GT	Ferrari 250GT, SWB, GTO	

CLASS G-3: 1962-1966 GT CARS UNDER 2000cc

Abarth Simca, OT	O.S.C.A. 1600 GT	Ginetta
Alfa-Romeo GTZ, GTZ-2	Lotus 7, 26R	Porsche 904
Alpine Renault	MGB	Speedwell Sprite
Elva Courier	Morgan SS, SLR	

CLASS G-4: 1963-1966 GT CARS OVER 2000cc

Cobra 289, Daytona
Corvette 327, Stingray
Shelby GT-350
Ferrari 330LMB, 275 LM, 275 GTB-C
Iso-Grifo GT
Jaguar Lightweight E-Type

SPECIAL EVENT CLASSES

CLASS H-1: 1964-1969 FIA MAKES CHAMPIONSHIP CARS

Abarth 3000, Osella
Alfa-Romeo T-33
Cobra 427
Dino 206 SP
Ferrari 330 P2, P3, P4, 312:, 512, 312PB
Ford GT-40, MkII, MkIV
Lola T-70 GT
Porsche 906, 908, 910, 917

CLASS H-2: 1970-1974 FIA MAKES CHAMPIONSHIP CARS

Alfa Romeo T33-3
Ferrari 512, 312PB
Porsche 917, 908-3
Lola T70 GT

CLASS I-1: 1973-1980 HISTORIC IMSA GT CARS

Porsche RSR, 934, 935
Datsun
DeKon Monza
BMW M1

CLASS I-2: 1981-1984 HISTORIC IMSA GTP CARS

Argo
Lancia Beta Monte Carlo
Ferrari 512 BB-LM
Toyota Celica
Jaguar XJR-5
BMW M1/C
March 82G, 83G, 84G
Aston Martin Nimrod
Lola T-600
Ford Mustang GTX, GTP

CLASS J-1: 1966-1968 HISTORIC CAN-AM CARS

Lola T-70
McLaren M1, M6
Matich

CLASS J-2: 1971-1974 HISTORIC CAN-AM CARS

AutoCoast Ti-22
Lola T-310, 260, 222
McLaren M12, M8, M20
Porsche 917-10, 917-30, 917PA
Lola T-160, T-163, T-165, T-220
March 707
Shadow DN2, DN4

CLASS K: 1967-1978 HISTORIC FORMULA ONE CARS

Arrows FA1
Brabham BT-20, 24, 26, 33, 42, 44, 45, 46
BRM P153, P160, P201, P207
Cooper T86
Eagle
Ensign N177
Ferrari 312, 312B, 312T, 312T2, 312T3
Fittipaldi FD04, F5
Hesketh 308
Hill GH1, GH2
Honda RA273, RA300
Ligier JS5, JS7, JS9
Lotus 49, 72, 76, 77, 78, 79
March 701, 711, 721X, 741, 751, 761, 771
Matra MS10, 120
McLaren M7A, 14, 19, 23, 26
Parnelli
Penske
Shadow DN1, 3, 5, 8, 9
Surtees TS5, 7, 9, 14, 16, 19, 20
Tyrrell 001-4, 005, 006, 007, P34, 008
Williams FX3, IR, FW04, 06
Wolf WR1-4, 5, 6

CLASS L: 1966-1972 HISTORIC TRANS-AM CARS

Individual cars that actually raced in the Trans-Am Series at that time.

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2010 RULES AND REGULATIONS

LICENSE: A racing license is not required, however drivers must present evidence of experience in the form of one of the following:

A). A current competition license issued by the FIA or an ACCUS member (SCCA, etc.).

B). Evidence of the satisfactory completion of a full course in competition driving from a recognized driving school (Jim Russell; Bondurant; Barber; Roos; SCCA; etc.) and a resume of experience.

C). A resume of experience listing previous races and vintage events run, types of cars driven, licenses held in the past, current vintage licenses and driving record.

MEDICAL EXAM: All drivers are required to have completed a specified medical examination **once every two years if under 60 years old and *every 14 months* if 60 and older**. Examinations and medical cards for drivers who have not reached their 58th birthday will expire two years from the date of examination. For drivers 58 and over, examinations and medical cards will expire upon the driver's 60th birthday or one year from the date of examination whichever is longer. Medical cards will be issued upon receipt of your completed original physical form. *Any change in your physical condition or medical history invalidates your card and must be reported by letter to this office before entry in any race event. After the age of 50 only the HMSA or an approved exam form will be accepted. **Original medical form** must be submitted, do not send photo copy.

LOG BOOKS: Each car shall have a log book (properly filled in and maintained) to be presented at tech inspection for each event and retained with the car at all times. Log books must be presented at technical inspection.

DRIVER EQUIPMENT:

HELMETS: All drivers must wear an approved automobile racing helmet. All helmets must have be SA2000 or later and display a 2000 Snell (or later) Foundation safety sticker inside.

HEAD & NECK RESTRAINT: If a devise is used it must be properly installed according to the manufacture's instructions. A "horse collar" is recommended.

CLOTHES: All drivers must wear a driving suit made of approved fire resistant material (Nomex, Kynol, etc.) in single or double layers and full length underwear and socks of fire resistant material. It is not required to wear underwear with suits of three or more layers. One piece suits are required.

GLOVES & SHOES: All drivers must wear gloves of fire resistant material (Nomex) or leather (no holes). Shoes must be of fire resistant material or leather on top. Racing shoes are strongly recommended.

GOGGLES: Goggles or a protective face shield must be worn in open cars. Non-breakable glasses or face shield are strongly recommended in closed cars.

BALACLAVA: A Balaclava is required for those with facial hair or long hair.

CAR CONDITION & SPECIFICATIONS:

It is our desire to see cars restored to their original condition and specifications. That is to say, to the same state as when it was originally produced. Racing options that were homologated (allowed) for that model car are allowed.

We wish to establish a clear understanding of the "point in time" (i.e., 1932, 1965, 1967) to which a car is restored. Modifications which are not in keeping with that "point in time" are not allowed. Modifications which improve a car's performance and are beyond the stated "point in time" are not allowed. Modifications such as modern valve train replacements (roller rockers, etc.), blocks, gearboxes, vented discs and aftermarket/non period brake calipers, are not acceptable!

ENGINE: The engine must be of the original type and specifications as homologated when the car was produced. Displacement, carburetion and valve train must be original in specification and material. **HMSA will perform random testing of displacement, by bore and stroke dimensions or volumetric testing.**

WHEELS: Cars must run on wheels of the same type and size as were made available from the manufacturers at the time or the equivalent. We refer specifically to rim width, diameter and off set as specified in the manufacturer homologation statement. A maximum of .5" increase in rim width is allowed. In certain instances for safety reasons the offset of wheels may be altered. Requests should be made to the HMSA office in writing. Wheels must be free of cracks and faults. Have them crack tested bi-annually at a minimum. Spokes must be properly tensioned.

Bolt on Rudge Whitworth Spline adapters must have a paint strip indicating the adapters are secure.

BRAKES: Dual brake circuit master cylinders are recommended.

BODY: All body panels must be of the original material type and adequately fastened. Body modifications from original such as contemporary flares, body ventilation holes, spoilers, splitters and/or air dams will not be accepted.

ADVERTISING ON CARS: Only historically correct markings are acceptable. **Modern advertising is not allowed**.

PRESENTATION: Cars must be presented in a neat and finished condition. Engine compartment, suspension, chassis and drive line must be clean enough to facilitate inspection. Cables, wires and noses must be taped or otherwise secured to prevent chafing, etc.

CATCH TANKS: A securely fastened radiator catch tank with a minimum capacity of 1 qt. is required. An additional catch tank should be fitted on engine oil breathers where practical. Cars showing indications of oil loss through their breather system will be required to fit a catch tank. No oil, fuel, water or fluid leaks of any kind will be tolerated.

COOLANT: Use of water rather than coolant is required. Glycol based coolant is not allowed. Water wetter type products are allowed.

THROTTLE RETURN SPRINGS: Each carburetor must have it's own throttle return spring in addition to the overall system linkage spring. A minimum of two (2) system external return springs are required. Springs on/in body of carburetor do not count as external return springs. Fuel injection systems must have a backup return spring in addition to the overall system spring. Primary springs can not share the same mounting point with back-up springs. Each external spring requires a separate mounting point unless approved by an HMSA Tech official.

SEAT BELTS: All cars equipped with a roll bar must be equipped with racing type seat belts of nylon web, at least 3" in width lap belt and at least 2" in width shoulder belts, with both lap and shoulder belts having metal to metal buckle. Belts must be securely mounted to the frame. Replacement is required at manufactures expiration date or every 5 years from date of manufacture which ever occurs sooner. All belts are to have a manufacture identification or expiration date indication affixed to the belt set.

SHOULDER HARNESS: If shoulder harness are used, they must not be Y type belts. It is recommended that each shoulder harness have an individual mounting point for each shoulder harness. If a Head and Neck protection system is used, 2" shoulder belts are allowed. Replacement of belts is required at manufactures expiration date or every 5 years from date of manufacture which ever occurs sooner.

ROLL BARS: Roll bars are very strongly recommended. FIA high density foam is strongly recommended.

MIRRORS: At least 1 rear view mirror with a minimum area of 8 sq. inches is required.

FIRE EXTINGUISHERS: All cars must be equipped with a 2 lb., 10 BC (or Halon equivalent) fire extinguisher securely mounted with a metal bracket and metal strap, plastic is not acceptable.. Hand held extinguishers should be within reach of the driver. An onboard fire system is strongly recommended. If so fitted, verified by a gauge or other method, that they are full and operational prior to each event.

ELECTRICAL CUT-OFF SWITCH: It is recommended that each car have a master electrical cut-off switch fitted outside the car and be clearly marked.

FUEL CELLS: are strongly recommended. If a fuel cell is used it should be an approved soft bladder type not a rotational mould plastic box. Fuel cells must be securely mounted to the car. All fuel cells must have foam inside.

FUEL CELL CHECK VALVE: If a fuel cell is used, a check valve vent must be used. The check valve tube must be vented to the exterior of the car.

ALL FUEL FILLER CAPS must be securely fastened so as not to open on impact. Monza type (quick release) caps must be wired shut.

A FIREWALL must be provided between the cockpit, engine and fuel tank. Selected Formula cars excepted.

UNDERTRAYS must have drain holes.

SUSPENSION PARTS: It is strongly recommended that suspension parts and steering components be crack checked bi-annually. Three of the most common methods of inspecting material integrity are; Magnetic particle inspection, chemical dye - penetrate and x-ray. No part of suspension shall have excessive play.

STEERING : No part of the steering shall have excessive play.

BRAKE SYSTEM: Brakes, lines, fluid, pedals must be in good operating condition. Dual brake circuit master cylinders are recommended. Brake calipers are to be as originally fitted to the car, in piston bore size and manufacturer. **Drilled, slotted, 2 piece and or vented brake rotors are not allowed unless originally fitted to the vehicle at time of manufacturer**.

BRAKE LIGHTS: All cars must be fitted with at least one brake light in working order. Open wheel cars are exempt form having brake light(s).

DRAIN PLUGS: All drain plugs must be safety wired. In certain cases, where it is virtually impossible to wire the sump plug, the tech inspector may approve a paint stripe.

BATTERIES must be securely fastened down. All of the positive electrical contacts, connections and terminals i.e. battery, regulator, generator, alternator and some starter terminals must be covered with an insulating material to prevent grounding. Batteries located in the cockpit must be covered or have leak proof caps.

CAR RACE NUMBERS: All event numbers will be assigned. Numbers should be 2" - 3" in width and 14" - 15" in height and in contrasting color from the background.

TOW HOOKS: It is required that all cars have an eyebolt or equivalent front and rear to attach a tow cable. The location point must be clearly marked.

TIRES: The BASIC TIRE RULE governing acceptable tires for each car:

> Tires must approximate as closely as possible the dimensions of the tires originally available on the car at the time of manufacture. This refers specifically to diameter, cross section and tread width. (The size indicated on the side of some current tires does not mean that the dimensions of the tries are the same as an original tire with the same listed size.)

TREAD PATTERN: All tires must have a tread pattern of period design. If hand grooved, the tire must have the correct number of grooves as originally grooved by the supplier/manufacture.

COMPOUND: Tires must be of a manufacturers "Hard" compound.

CLASS TIRE REQUIREMENTS are listed. There may be some individual tires that may also approximate original tires for a specific car. These might include a 70 series radial tire. A request to use such tires will be considered if they are truly appropriate.

CLASS TIRE REQUIREMENTS

A-1	1900-1926 Sports & Racing Cars	FREE
A-2	1927-1939 Sports Cars	FREE
A-3	1929-1939 Racing Cars	Dunlop 204L/Blockley
A-4	1946-1954 Grand Prix Cars	Dunlop 204L/Blockley
B-1	1947-1955 Sports Cars (GT)	Dunlop 204L/Blockley
B-2	1947-1955 Sports Racing Cars Under 1500cc	Dunlop 204L/Blockley
B-3	1947-1955 Sports Racing Cars Over 1500cc	Dunlop 204L/Blockley
C-1	1955-1960 Sports Racing Cars Under 2000cc	Dunlop 204L/Blockley
C-2	1955-1959 Sports Racing Cars Over 2000cc	Dunlop 204L/Blockley/Michelin Pilote
D	1959-1965 Sports Racing Cars	Dunlop 204L, Dunlop 204M Goodyear
E-1	1955-1957 Formula I-II	Dunlop 204L/Blockley
E-2	1958-1963 Formula I-II	Dunlop 204L
E-3	1958-1963 Formula Jr.	Dunlop 204L
G-1	1955-1961 GT Cars Under 2000cc	Dunlop 204L /Goodyear/Hoosier*/Avon*
G-2	1956-1962 GT Cars Over 2000cc	Dunlop204L/Goodyear/Hoosier*/Avon*
G-3	1962-1966 GT Cars Under 2000cc	Dunlop204L/Goodyear/ Hoosier*****/ Avon*
G-4	1963-1966 GT Cars Over 2000cc	Dunlop204L/Goodyear/Hoosier*****
I	1965-1972 FIA Makes Championship Cars	Goodyear /Avon /Hoosier
T-A	1966-1972 Historic Trans-Am Cars	Goodyear 600x15 / 700x15

*** = Upon Approval**

RULES PERTAINING TO PRODUCTION CAR CLASSES:

G-1, G-2: 1955-1962
G-3, G-4: 1962-1966

Interior: Interiors are to be installed and as original fitted by the manufacturer.

1) Modifications to the interior that reduce the weight of the car are not allowed, with the following exceptions:
    a) Floor mats or rugs may be removed.
    b) Window glass may be removed from doors.
2) The removal of interior trim (gutting) is not permitted.
3) The cars must have 2 seats (original and/or period bucket seats is allowed), original dashboard (you may exchange or add instruments), interior door panels.
4) Installed safety equipment may not have any influence on the mechanical performance of the car.

Exterior:

1) Tops may be removed from open cars. Soft tops are not allowed.
2) Bumpers may be removed, but if so, all projecting hardware such as brackets must also be removed.
3) Grills may not be removed.
4) Windshields may be replaced by a suitable windscreen.
5) Lighting equipment must remain in place.
6) Headlights should be taped.
7) All exterior trim must remain in place.
8) Window frames must remain in place.

Brakes:

Must be of the original type and specifications as homologated when the car was produced. Steel braided brake lines are allowed.

Engines:

Must be original as stated in the general HMSA rules. Modern valve train replacements such as roller rockers, roller tip rockers, titanium valves, etc. are not allowed. Dry sump systems that were not originally fitted to the specific car are not allowed. Headers are allowed.

Transmission, Clutch & Differential:

Must be of the original type, as produced by manufacture. No after-market cases or internal gear sets unless they are of the same OE type replacement. Gear ratios as originally offered.

Minimum Weight:

The minimum weight allowed is that listed in the SCCA Rule Book, Production Car Specifications, 1962 for G-1 & G-2 and 1965 for G-3 & G-4, less 7%.

Ignition: Points or internal electronic triggering of a coil is allowed. No external spark enhancement devices are allowed unless produced and allowed originally in the point of time for the car's acceptance date.

RULES PERTAINING TO:

HISTORIC WINSTON CUP CARS

Car Verification and eligibility:
Only cars that actually competed in NASCAR's Grand National or Winston Cup events thru 1990 are eligible. Later cars **may** on a per event bases, be accepted based on application. Evidence must be provided to support such participation. Cars must be carefully prepared and presented to "a point in time". (see car preparation). Cars will be inspected, weighed, and verified at the first 2 events of the year. Any deficiencies will be noted, and MUST be brought into compliance before the participant's next planned event. Each car will receive an annual 'compliance' sticker. This does not replace the tech inspection at each event, but is, initially, supplemental to it.

Car preparation:
Cars presented for entry must be homogenous with respect to body design, paint and graphics, and mechanical components. Chassis, body configuration and engines must be form the same year.

Cosmetic preparation:
Cars must be consistent in appearance with the year in which they ran in NASCAR. Paint and graphics should reflect the "point in time" year stated. Historic photos or other archival documentation is required.

Safety preparation:
Proper driver attitude and conduct are essential to on-track safety, and are covered elsewhere in the rules. With respect to car preparation, an adequate, and working, 3-nozzle fire system is required, with an engines, driver, and fuel tank nozzles. Visibility in these cars is often limited, thus, 3 mirrors (left, center, right side) are required. In the interest of visibility, modern seats with large, wrap-around head restraints and/or center restraint nets are not allowed.

Brakes:
In an effort to equip all cars with similar braking power, front brakes calipers are limited to 4 (four) pistons each, and must be of a make and model available to the year as determined by the "point in time" selected for your car. The addition of modern brake components is not allowed.

Wheels and tires:
Wheels must not exceed 15 inch diameter or 10 inch width. Tires are specified as Goodyear Stock Car Special-bias ply-(part number 1372) unless otherwise noted.

Vehicle weight:
Vehicles must weigh a minimum of 3400 pounds, without driver.

Engine preparation:
This is not the place to test yours, or your motor builder's talents and expertise. Engines must be configured and prepared exactly as they were for the "point in time" year of car. Displacement is limited to 358 cubic inches. All cars are subject to displacement verification ("pumped") and random checks will be done. Carburetor is a single Holley 850 cfm on a period-correct ("point in time") manifold. Cylinder heads: Chevrolet-up to and including "18 degree" cylinder heads of a design and manufacturer consistent with the year of car they are in. Pontiac "867" cylinder heads. Ford-Ford "C-302" and early "Yates" heads.

RULES PERTAINING TO:

'80's TRANS-AM and IMSA GTO Group Cars

This group is being formed to showcase 1980-1991 IMSA GTO and 1980-1991 SCCA Trans-am cars. The cars of this era represent a significant piece of Motorsports History. Our mission is to encourage restoration and preservation of this group of cars. The objective is to provide an opportunity to," Let your car be the star". There are a lot of fans who want to see these cars race. There is the expectation that the cars are to be prepared period correct. It is important to race and show the cars as they were, not as what they could be; modified with the latest technology. The drivers are not the focus, it is the cars. This has been said before but it is very appropriate," The history of these cars has already been written". We want to give you an opportunity to present it.

Group Guidelines

1. The cars must have history of competition in either IMSA GTO or SCCA Trans-am or both. To be considered the car must have run at least four races at four different tracks in one season. A DNF counts as long as the car qualified for the race. The four races can be a combination of Trans-am and IMSA GTO events. The entrant will be responsible for submitting a "Line of Race History", to be considered for entry in events.
2. The car will need to have a verifiable continual chain of ownership. The owner must be able to prove the heritage from the year the car was built to present day. The owner will need to state the point in time the car is restored to, and who was the driver at that time. Proof will be in the form of period race photos, chassis number, year of construction, and the name of chassis builder. Additional proof can be documents from prior owners or drivers, magazine articles, race results, etc.
3. The car must present well. Current photos should show to what "point in time" it is restored. It can be a nicely restored car or a significant survivor with a patina of age.
4. The "point in time" is defined as: the car is correctly restored to as first raced or restored to a special event in its history, such as having won its class at Daytona. In such a case, for example, it is possible that a 1984 chassis car might be configured and painted as run in the 1988 Daytona 24 Hour. The car will need to have period correct paint scheme, graphics, decals, wheels etc. Current sponsor decals or graphics will not be allowed.
5. The cars will be correct as to engine size, weight, wheel size, brake rotor diameter, differentials, roll cages and so on. No modifications are allowed. No Radial tires are allowed. All tires used will be Bias ply hard compound construction. The car is expected to meet the rules from the series and the year to which it is restored.
6. The issue of engine size, horsepower, and weight of the cars are going to make it difficult to strike a balance, as this group covers a number of years spanning two different series. As such the group will be looking to create balance by requiring the drivers to race their cars in such a way as to provide a good show for the spectators. It is expected that no driver or drivers will run away from the pack. Close racing with passing is expected. There should be groups of cars racing together. A fast group of 4 or 5 cars switching spots for 20 minutes is a great crowd pleaser and will assure future invitations to the best race events, for these historic cars. This group will be made up of a diverse group of drivers with different levels of experience and talent. These are cars that require a certain level of skill. The drivers are expected to have the experience, competence and common sense to drive one of these cars safely. If you are found to be driving in an unsafe manor or if you do not adhere to the philosophy of the group, the group will take appropriate action. If you can not agree with this type of philosophy, then this may not the race group for you. The objective is to promote a race group where entrants will bring out very significant cars and feel comfortable racing at their level and sharing their car with the public as the cars were intended. The goal is for the spectators to come to the paddock and tell us what a great close race it was, just like it was back in the day.

MOST IMPORTANT:

ANY DRIVER IN AN ACCIDENT SUFFICIENT TO CAUSE DAMAGE WILL BE EXCLUDED FROM ANY FUTURE EVENT. HE MAY APPEAL HIS EXCLUSION AFTER ONE YEARS TIME FROM THE DATE OF THE INCIDENT.

CAR INSPECTION AND COMPLIANCE: Event entrants will be notified with their event acceptance materials if their car will undergo a close scrutinizing of their vehicle. The areas inspected will include but are not limited to the mechanical systems of the car (engine displacement, correct internal and external components), brake system components, suspension and mounting points, shock type, wheel diameter and width, tire size and type including tread pattern, body modifications and configuration. Cars found to have issues in any of these areas are subject to exclusion from the event. A copy of the inspection form can be found at www.hmsausa.com

RACE PREP SHOPS: If your car is prepared by a shop or professional, be sure they have a copy of these rules. It is important that they understand what YOU want. If you want an oversize engine or modern bits that improve the car beyond the rules, they have the ability to do that. YOU are the one that faces disqualification and we believe they would not, knowingly, put you in that situation.

READ THE RULES. PREPARE YOUR CAR ACCORDINGLY AND ENJOY THE SPIRIT. It makes for better racing!

CHEATING: Our rules are simple. They are not exact in many areas as "the spirit of sportsmanship" is the primary focus. The "Statement of Purpose" will take precedence in any rule dispute. If an entrant is found to have contravened the spirit of the rules he will risk disqualification from any further involvement with HMSA. In other words, cheating is not something that will be taken lightly. READ THE RULES.

If you have any questions or suggestions on any of the preceding please call (818) 249-3515 or e-mail the HMSA office at **hmsa@hmsausa.com**.