



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.

The overlying principle is that all cars must be period correct.

2017 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 - 1979	FORMULA ATLANTIC
CLASS F		
F-F	1967 - 1972	FORMULA FORD
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 - 1989	HISTORIC IMSA GTP CARS
I-3	1980 - 1991	HISTORIC IMSA GTO – TRANS-AM 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 - 1997	HISTORIC GRAND NATIONAL AND WINSTON CUP

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

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

CLASS A-2: 1927 - 1939 SPORTS CARS - examples

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

CLASS A-3: 1929 - 1939 RACING CARS - examples

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

CLASS A-4: 1946 - 1954 GRAND PRIX CARS - examples

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

CLASS B-1: 1947 - 1955 SPORTS CARS - examples

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

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

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 - examples

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 - examples

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 - examples

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 - examples

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) - examples

Bandini	OSCA	Taraschi
Dagrada-Lancia	Stanguellini	Volpini

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

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 - examples

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 - examples

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

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

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 - examples

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 - examples

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 - examples

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 - examples

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 - examples

Alfa Romeo T33-3
Ferrari 512, 312PB

Porsche 917, 908-3
Lola T70 GT

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

Porsche RSR, 934, 935
Datsun

DeKon Monza
BMW M1

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

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 - examples

Lola T-70

McLaren M1, M6

Matich

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

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 - examples

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.



2017 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. A vehicle logbook application is available on the HMSA website: www.hmsausa.com. HMSA membership is required to obtain a HMSA logbook. A logbook page may be issued upon request for cars not having a logbook present at the time of inspection

DRIVER EQUIPMENT:

HELMETS: All drivers must wear an approved automobile racing helmet. All helmets must have be SA2010 or later and display a 2010 (or later) Snell Foundation or equivalent (Snell Foundation SAH2010, FIA standard 8860-2004 or later, or British Standards Institute BS6658-85 type A/FR) safety sticker inside. **M stickered helmets are not allowed.**

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

CLOTHES: All drivers are required to wear a one piece driving suit made of approved fire resistant material (Nomex, Kynol, etc.) in single layer with full length approved underwear or double layers and socks of fire resistant material. It is not required to wear underwear with suits of two or more layers. Underwear must be FIA Standard 1986 Standard or FIA Standard 8856-2000 label or SFI 3-2A/5 or higher certification label. The suit must effectively cover the body from the neck to the ankles and wrists shall be worn.

All suits shall bear an SFI 3.2A/1 or higher certification label (3.2A/5, 3.2A/10, 3.2A/15, or 3.2A/20) or FIA 1986 Standard or FIA Standard 8856-2000 homologation label. Underwear of fire resistant material shall be used, but is optional with suits bearing an FIA Standard 1986 Standard or FIA Standard 8856-2000 label or SFI 3-2A/5 or higher certification label.

GLOVES & SHOES: All drivers must wear gloves of fire resistant material (Nomex) or leather (without 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. Only original racing options that were homologated (allowed at that time) 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. Non period modifications such as modern valve train replacements (roller rockers, roller lifters, etc.), non OEM aftermarket heads, single plane manifolds, air-gap dual plane manifolds, Jericho gearboxes or gear sets, vented discs, aftermarket/non period brake calipers, traction control like devices, spoiler or splitters etc. are not acceptable! Replacement components if allowed must be manufactured of the same material as the OEM component. If you are not sure if it's legal, ask

ENGINE: The engine must be of the original type and specifications as homologated when the car was produced. Displacement, carburetion intake manifold and valve train must be original in specification, configuration, and material. HMSA will perform random testing of displacement, by bore and stroke dimensions or volumetric testing. The valve train MAY be inspected via bore scope. The valve train will be inspected to verify that non-roller lifters and non-roller rocker arms are fitted where applicable.

WHEELS: Cars must run on wheels of the same type and size as were made available from the manufacturers at the time of production, aftermarket equivalents of period design are acceptable. 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 on their retaining fasteners 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.** Example: anything.com is modern. Any advertising that was not in existence at the time of production of your car is considered modern advertising.

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 hoses 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: A minimum of two (2) system external return springs are required in addition to the original overall system linkage spring. Springs on/in the body of carburetor do not count as external return springs. Fuel injection systems must have a backup (secondary) 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 2" in width lap belt. 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 5 years from date of manufacture which ever occurs sooner. All belts must have an SFI or FIA label with the manufacture date or expiration date affixed to the belt set. **IF THEY DO NOT, THEY ARE VOID AND MAY NOT BE USED.**

SHOULDER HARNESS: If shoulder harnesses are used, they must not be a "Y" type belt type. It is highly recommended that each shoulder harness have its own mounting point for each shoulder belt. If a Head and Neck protection system is used, 2" shoulder belts are allowed otherwise, 3" belts are highly recommended. Replacement of belts is required at manufactures expiration date or 5 years from date of manufacture which ever occurs sooner.

ROLL BARS: Roll bars are very strongly recommended. FIA or SFI spec high density foam is strongly recommended in areas which the driver may make contact in the case of an incident.

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

WINDOW NETS: If the car is fitted with a window net, it must be used.

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 retaining strap, plastic brackets and retaining straps are 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. **ALL** terminals and connections are to be covered with an insulating material.

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 in a metal containment vessel. All fuel cell bladders must have foam inside. It is highly recommended that Fuel Cells be inspected annually for signs of bladder and foam degradation. Fuel cell bladders have a specific usable lifespan from date of manufacture, consult your cell manufacture for your cells recommended lifespan.

FUEL CELL CHECK VALVE: If a fuel cell is used, a one way check valve in the 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 exist between the cockpit, engine and fuel tank. It must be free from holes. Selected Formula cars excluded.

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. Any suspension part installed and secured in single shear, particularly spherical rod ends (Heim joints), must include a captive washer of sufficient diameter to retain the entire component at the mounting point. Suspension mounting points are to be in the original position and location.

STEERING: No part of the steering assembly 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 from having brake light(s).

CAMERAS: The mounts for video / photographic cameras shall be of a safe and secure design. **All cameras, including “Go-Pro type”, must have a secondary method (tether) of retaining the camera body, not the camera mount, to the vehicle. Cabled Lipstick cameras are exempt. All cameras must have a camera tech sticker affixed for each event.**

Any cameras mounted to the exterior of a car with anything other than a solid mechanical connection shall have a secondary tether. (Cameras mounted with suction cups, Velcro, and/or tape will require a secondary tether.) Additionally camera mounts with plastic arms shall have a secondary tether. Helmet-mounted cameras shall not be allowed.

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 in an enclosed, covered container or have leak/spill 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 a 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). **Hoosier Speedster tires are not acceptable.**

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, i.e. Avon historic pattern.

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/M, Goodyear, Avon treaded
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
F-F	1967-1972 Formula Ford.	Dunlop or Avon ACB9 treaded
G-1	1955-1961 GT Cars Under 2000cc	Dunlop 204L, Goodyear, Hoosier or Avon*
G-2	1956-1962 GT Cars Over 2000cc	Dunlop 204L, Goodyear, Hoosier or Avon*
G-3	1962-1966 GT Cars Under 2000cc	Dunlop 204L, Goodyear, Hoosier or Avon*
G-4	1963-1966 GT Cars Over 2000cc	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.

Installed safety equipment, such as roll bars or roll cages .may not have any influence on the mechanical performance or handling 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 and other glass lenses on the vehicle should be covered or taped.
- 7) All exterior trim must remain in place.
- 8) Window frames must remain in place.
- 9) Rigid, not originally fitted passenger cockpit coverers, (tonneau covers) are not allowed unless originally fitted in period.

Brakes:

Must be of the original type and specifications as homologated when the car was produced. Steel braided brake lines are allowed. Driver adjustable brake proportioning valves within reach of the driver are not allowed, unless originally fitted to the vehicle.

Engines:

Must be original as stated in the general HMSA rules. Modern valve train replacements such as roller rockers, roller tip rockers, roller tappets or lifters, 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 within the original distributor is allowed. No external ignition triggering of any type is allowed, unless it was originally fitted at time of production. No external spark enhancement devices are allowed unless produced and allowed originally in the point of time for the car's acceptance date. No device may be attached to the system which results in traction control. An external ignition box (MSD, Crane, etc.) may be used, as long as the system is operated within an OEM (period) distributor. Any ignition system may NOT offer traction control. If an external ignition box is used, it must be located out of normal view where it cannot be seen. Any competitor found with any form of traction control, within the ignition system or otherwise, will be permanently excluded from HMSA and/or SCRAMP events.

RULES PERTAINING TO:

HISTORIC STOCK CARS

Car Verification and eligibility:

Only cars that actually competed in NASCAR's Grand National or Winston/Nextel Cup events thru 2006 are eligible. No COT or newer cars are eligible. 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, graphics, and mechanical components. Chassis, body configuration and engines must be from 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 engine, driver, and fuel tank nozzles. Visibility in these cars is often limited, thus, 3 mirrors (left, center, right side) are required.

Brakes:

In an effort to equip all cars with similar braking power, front brakes calipers 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 are 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 # 1439) unless otherwise noted.

Vehicle weight:

Vehicles must weigh a minimum of 3600 pounds, with driver and fuel.

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 and SB2 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, C3 and C4 Ford heads of a design and manufacturer consistent with the year of the car they are in.

RULES PERTAINING TO:

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

This group was 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 qualify for the Group, the car must have run at least four races at four different tracks in a 12 month continuous month period. 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 supported qualifying "Line of Race History", to be considered for entry in events.
2. The car will need to have a verifiable and substantially 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 reports, 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. Mechanically as well as the livery. It can be a nicely restored car or a significant survivor with a patina of age as long as it appears "today" exactly as it did during the "point in time" represented.
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, at the owner's discretion, 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 but in no case later than the 1991 "point in time". 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 must be correct as to engine spec, size, weight, wheel size, brake rotor diameter, differentials, suspension, roll cages and so on. No modifications are allowed. No Radial tires are allowed. All tires used will be Bias ply hard compound construction. In the case where the car was originally designed and raced with radial tires in its 1st race season, an appeal may be made to allow radial tires. The car is expected to meet the rules from the series and the year to which it is restored.
6. The range of engine size, horsepower, and weight of the cars are going to make it difficult to strike a balance, of the various cars performance within the grid as this group covers a number of years spanning two different series. As such, the races will naturally break into several smaller "packs" where the drivers can have wonderful tight racing. Everyone is encouraged to "hook up" with a group as this is more enjoyable for the drivers as well as the spectators than a single car running by itself. The grids will be set by qualifying times.

This group is 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 be 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. In addition to providing the drivers a great driving/racing experience, the goal is for the spectators to come to the paddock excited and witness great close race it was, just like it was back in the day.

Formula Atlantic Supplemental Regulations

Years of eligibility: 1971 – 1979

Approved engines (basically saloon car steel block):

Alfa t/c; BMW 1.6 SOHC; Fiat 124 DOHC; Datsun 1600 SOHC; Cosworth BDA & BDD
Ford, 1500, 1600 pushrod t/c Porsche 1582cc Renault 1600cc TS

Maximum bore: 81.5mm (1606cc)

Stroke: 77.6mm

Oversize engines will be addressed on a case by case basis.

Fuel Injection not allowed

Minimum weight 1050 lbs (If using aluminum block the minimum weight will be 1110 lbs.)

All competitors should arrive at the track with ballast and a safe way to mount it to the car.

Max 5 forward gears

No ground effect side skirts allowed

No ground effect tunnels

Wings original positions, same type (element number) period profiles

Front wings

Front wing leading edge airfoil radius = .6" (1.5cm).

Bodywork or aerodynamic devices (wings) in front of the front tires shall not exceed 59.055" (150cm).

Rear wings

Rear wing width = 110cm - 43.307"

Rear wing set-back = 39.4" from CL of rear wheel to end of rear wing

Rear wing height = 34.5" measured on a horizontal plane from the ground w/o driver

No Carbon/Kevlar composite body panels

Shocks: Non-pressurized shocks maybe double adjustable 8212 KONI or Bilstein

Pressurized shocks shall be non adjustable

No remote reservoir allowed

Tires: No radials

Goodyear – compound 160, Avon - compound A11 or Hoosier slicks

Clutch pack to be no smaller than 7.25 inches. Driven plates must be centered metal. They can be nested or stacked.

Penalty for any infractions should be weight at Stewards discretion.

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. ANY DRIVER DETERMINED TO BE AT FAULT WILL BE REPORTED TO THE VMC INFRACTION LIST.

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 OF THE EVENTS. It makes for better racing!

SUPPLEMENTAL REGULATIONS: It may be necessary for HMSA to issue supplemental regulations for specific events. These supplemental regulations will be distributed to all participants prior to the specific for the corresponding event.

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.