

**West Coast Vintage Racers**

**Rules & Regulations 2018**

These rules are designed to further the basic purposes of WCVR. They are to provide:

1. A program for members to enjoy on-track use of their vintage racing cars.
2. An entertaining and informative demonstration of those vintage racecars for the spectators.
3. Track owners and promoters a racing exhibition which contributes to the quality of their program.
4. A friendly and collaborative environment for all members and guests.

WCVR operates on the basic principle that all participating race cars shall be restored or constructed to a period correct silhouette.

We encourage pre 1986 Sprint chassis, 1996 Offset Supermodifeds chassis and any Tipke produced type Roadster, Rear Engine chassis being acceptable.

The presiding club President and or Board of Directors has the final decision on a chassis design being accepted to the club.

**NOT ALLOWED:**

**Chassis:**

Down tube frames being constructed with bars or tubes running from the top of the roll cage forward to the front of the chassis either by addition or a one piece tube built into the roll cage itself. Mid tube chassis are accepted but must be covered under the hood.

**Wings:**

Mounted to the top of the roll cage or attached to any other part of the exterior of the chassis.

**Hoods:**

We encourage in keeping with the “Vintage theme” that all air intake devices be exposed.

Early design closed air intake hoods are allowed.

No bubble top late designs are considered in the Vintage spirit.

The WCVR Board of Directors has the authority over interpretation, application and enforcement of all rules. The WCVR Board of Directors may make any decision in the best interest of the organization. WCVR policies and actions are not subject to debate during the course of sanctioned events and will be addressed at a regular meeting. The Board of Directors may delegate authority as appropriate to facilitate the safety and professionalism of events.

 **I Driver Personal Safety:**

1. Fire suits/underwear combinations must have a SFI of 3.25 or better.
2. All drivers must wear Nomex gloves, Nomex socks and racing type shoes.
3. Helmets must have Snell 2010 SA rating or be recertified.
4. Arm restraints are required when driving a car with a roll cage.
5. A “Safety Checklist” is being developed and will be provided.

**II Driver Restraints and Protection:**

1. SFI “Certified” Racing type seat belts and shoulder harnesses are required and must not be over 5 years old or recertified.
2. SFI “Certified” or Racing type “FULL” Containment seats are required. In the event considerable reconstruction is required to fit in the chassis. The driver must wear a SFI Certified Head Restraint System. Roll cage side netting is encouraged.
3. Belt and harness mountings shall be approved by person(s) designated by the Board of Directors.
4. Roll cage SFI Certified (Longacre type) padding is required in areas surrounding the head.
5. Bolt on bars or cages must use grade-8 fasteners.
6. Cars with conventional flywheels and clutches must have a scatter shield.
7. Windscreens must be constructed of Lexan type material.

**III Emergency Controls and access:**

1. Driver must be able to exit the car with ease.
2. Fuel shut-off must be within easy reach of the driver and clearly marked.
3. Ignition shut-off must be mounted on the dash, clearly marked and must be within easy reach of the driver.
4. A “Cold Fire” extinguisher shall be within easy reach and visible in each pit. Two 5 gallon water buckets are required.

**IV. Fuel And Throttle Systems:**

1. Fuel lines must be of racing type – Steel, Braded Steel or Push-Lock.
2. All fuel connections (fittings and clamps) must be securely fastened.
3. Throttle pedals must have a toe strap and must be mounted to the frame, engine or engine plate.
4. Cars must have a minimum of two (2) throttle return springs. Each spring must be able to return the throttle independently. The springs must be positioned in the throttle system to close the air-valve directly.
5. Any linkage pieces that could “jam” the throttle system if dislodged must be securely fastened.
6. All upright fuel injection stacks must be covered (screen, air filter etc.) to prevent debris from holding the system open.
7. Electric fuel pumps must be wired to turn off the fuel pump when the ignition shut-off is turned off (referred to in III 3.)

**V Tires and Wheels:**

1. American Racer 14inch, M32 Right Rear. The other three corners are open.
	1. As of June 1, 2018, the tire rule will be amended to the following:
	American Racers M32 Right rear is mandatory.
	ALL other corners will now be American Racer production tires only.
	If you have already purchased Hoosier "take offs or new" you will be allowed to "run those tires off"
2. All tires and wheels must be in good condition.
3. For midgets, 10” is the maximum tire width.

**VI Brakes:**

1. All cars must have at four (4) wheel brakes in good working order. (Exception, when running on dirt one front brake may be shut off. Note, a center brake on the rear axle meets the requirement for 4 wheel brakes)
2. All brake non flex lines must be steel.
3. All brake flex lines must be rubber or steel-braided.

**VII Drive Train:**

1. Rear wheels must have safety hubs.
2. Hubs which have drive pins must have lock nuts on the drive pins.

**VIII Frame and Body:**

1. Frames, steering and front axle components must show proper welds.
2. Fasteners shall be Grade #5 or Grade #8 with locknuts, cotter pins or safety wire. Grade #8 on roll bars.
3. Cars must have a rear bumper mounted securely to the frame or tub.
4. Cars must have a shock at each sprung wheel.
5. Batteries must be covered and securely mounted to the frame or tub.
6. Cars must have a functioning radiator overflow “tank” or be plumbed into the exhaust.
7. Water is the only approved coolant. Racing type coolant system additives may be used. NO Anti-Freeze.
8. Floorboards/ belly pans are required under the driver.
9. Hoods must be properly secured to the body/frame.
10. All cars must be well maintained. Heavily damaged body panels, badly bent nerf bars, or other damage that is deemed unsafe on the car will not be allowed.

**IX Miscellaneous:**

1. All cars will be inspected prior to participating for the first time in a WCVR event. This is to ensure compliance with the safety rules.
2. A racecar shall have a safety inspection before returning to the track if involved in an incident. This is to assure that its return will not present a danger to itself or others.
3. In keeping with the exhibition spirit of the club, if excessive speed, aggressiveness or reckless driving is demonstrated by any driver at any event, they will be black flagged and may be parked for the remainder of the program. **Refer to the Drivers Code of Conduct.**
4. Any driver with a known medical condition which may effect on-track safety may be required to provide a doctors statement.

**X Conduct:**

1. All participants at WCVR events are expected to conduct themselves in a professional manner at all times. Any owner, crew member or driver that fails to conduct himself/herself in a professional and sportsmanlike may be disqualified for the remainder of the event.

 WCVR has been formed by owners, drivers, and vintage racing enthusiasts who are committed to a sportsmanlike, professional, competitive, and enjoyable racing series. Our fans appreciate this perspective. Our sponsors and track promoters demand it.

No expressed or implied warranty of safety shall result from compliance with these rules and regulations. They are established as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official.

By my signature below or by my participation in a WCVR sanctioned event, I recognize the authority of the ruling body and agree to follow the instructions and rules of WCVR.

Signature\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_Date\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_