



## **West Coast Vintage Racers**

### **2023 Rules & Regulations**

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 racing cars.
2. an entertaining and informative demonstration of those race cars for the spectators.
3. track owners and track promoters a racing club 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.

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

#### **Director of Competition (DOC):**

The DOC, or in his absence, the Assistant DOC or in his absence the Vice President or President shall have final say on all safety issues and driving behavior. His responsibilities will include but not limited to: car tech inspection, driver apparel inspection, communicating with the flag man and local Officials, communicating with drivers concerning their unsafe driving behavior, car lineups, radio communication with the drivers when they are on the track, and other issues that come up. When circumstances occur, The DOC will have the authority to make adjustments in our normal race day activities as to the number of races, number of laps in those races, requests by the Promoter, and other issues that arise during the day.

#### **Wings:**

**NOT ALLOWED:** Wings mounted to the top of the roll cage, front of the car or attached to any other part of the exterior of the chassis are not allowed.

## **Hoods:**

We encourage in keeping with the club "Vintage theme" that all air intake devices be exposed. This is a suggestion to differ us from other clubs.

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.

## **Radios:**

Raceceiver one-way radios must be used by all drivers during practice, safety laps, and all Dash, Heat and Main event races.

### **I Driver Personal Safety:**

1. Fire suits/underwear combinations must have a SFI rating of 3-2A/5 or better.
2. All drivers must wear Nomex gloves, Nomex socks, Nomex Hood Sock, and racing type shoes.
3. Helmets are recommended to have a Snell SA2020 or Snell SA2015 rating.
4. Arm restraints are required.

### **II Driver Restraints and Protection:**

1. SFI "Certified" Racing type 5 point seat belts are required and must not be over 5 years old.
2. SFI "Certified" or racing type "FULL" containment seats are recommended. In the event considerable chassis reconstruction is required and a full containment seat cannot be used, the following is required:
  - SFI Certified Head Restraint System
  - SFI Certified (Longacre type) roll cage padding must be used on the inside of the roll cage surrounding the driver's head.
  - SFI Certified cage nets must be used on both sides of the roll cage
3. Bolt on bars or cages must use grade-8 fasteners.
4. Cars with conventional flywheels and clutches must have a scatter shield.
5. Windscreens must be constructed of Lexan type material.
6. All safety equipment (Seat belts, cage nets and seats) should be installed and used per the manufacturer's instructions.

### **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" type fire extinguisher shall be within easy reach and visible in each pit or two 5-gallon buckets of water are required.

### **IV Fuel And Throttle Systems:**

1. Fuel lines must be of racing type – Steel, Braided 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 three (3) 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 and must be mechanical linkage or push pull cable.
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 through an oil pressure switch and) wired to turn off the fuel pump when the ignition shut-off is turned off (or the engine stops). (Revised Jan. 7, 2019)

### **V Tires:**

1. All tires will be American Racer. The right rear tire must be M32 compound 27.5/14.0-15S **and may be marked on race day**. The other three corners will be open to any American Racer tire produced.
2. The Director of Competition will have final say on enforcement of tire rule.

### **VI Brakes:**

1. All cars must have four (4) wheel brakes in good working order. (Exception, when running on dirt the right front brake may be shut off. Note, a center brake on a one-piece rear axle meets the requirement for rear 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.
3. All open drive lines need a safety loop and 360 degree covers on exposed universal joints.

## **VIII Frame and Body:**

1. Frames, steering and front axle components must be engineered and assembled in accordance with sound engineering principles and show proper welds.
2. The axle connecting the front wheels must be of one-piece tubular construction. Front axle spools attached by the coping method must have the axle wrap around the spool at least two thirds of the spool diameter. Gusset plates are recommended on all spools. This does not apply to independent suspension cars.
3. Multiple piece front axles with flanges bolting the pieces together are not allowed.
4. Fasteners shall be Grade #5 or Grade #8 with locknuts, cotter pins or safety wire. Grade #8 on roll bars.
5. Cars must have a front and rear bumper mounted securely to the frame or tub.
6. Cars must have a shock at each sprung wheel.
7. Batteries must be covered and securely mounted to the frame or tub.
8. Cars must have a functioning radiator overflow "tank" or be plumbed into the exhaust.
9. Water is the only approved coolant. Racing type coolant system additives may be used. NO Anti-Freeze.
10. Floorboards/ belly pans are required under the driver.
11. Hoods must be properly secured to the body/frame and in place during all competitive laps.
12. 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. If reckless and/or unsafe driving is demonstrated by any driver at any event they will be shown a rolled black flag as a warning twice during the race and if they continue to drive in this manner, will be black flagged from that race, the rest of the days races or possibly the rest of the season depending upon the severity of his action.  
**Refer to the Drivers Code of Conduct.**
4. Any driver with a known medical condition which may affect on-track safety may be required to provide a physician statement.

**X Driver meeting:**

1. Prior to racing at each event, a meeting will be conducted by the DOC and all drivers are mandated to attend. The purpose is to review expectations for a fun and safe race.

**XI 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 manner may be disqualified for the remainder of the event.

WCVR has been formed by owners, drivers, and 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.

**RULES:** 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.

Printed Name \_\_\_\_\_

Signature \_\_\_\_\_

Date \_\_\_\_\_

Mail the signature page along with other membership documents to:

**WCVR  
PO Box 545  
Otis Orchards, WA 99027**

**PLEASE RETURN THIS LAST PAGE WITH YOUR OTHER MEMBERSHIP DOCUMENTS. YOU MAY KEEP THE REMAINING DOCUMENT FOR YOUR RECORDS BUT FOR YOUR APPLICATION TO BE COMPLETE, THIS PAGE MUST SIGNED AND RETURNED.**