



# STOCK CAR RACE SERIES

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## SCRS Mission and Philosophy Statement

***Mission***

The primary mission of SCRS is to promote the authentic restoration, preservation, and competitive use of historic NASCAR racing cars in a fun filled club atmosphere.

***Philosophy***

Our emphasis is on the preservation of the cars and the safety of the drivers, protected by their conduct and their car preparation, and by their attitude and spirit on and off the track. Our events encourage friendly and safe competition, with mutual respect for the other participants and their valuable historic race cars.

## SCRS Values

**Safety:**

Safety is our top priority—in driver behavior, in car preparation, in the operation of our events, and in everything we do. Our goal, at every event, is to have zero incidents. Every participant must recognize that racing is inherently dangerous.

**Driving behavior and attitude:**

We will maintain the highest standards for on-track behavior and will take action with those who do not meet our standards. Drivers must know their limits and the limits of their machines. Attitude is of crucial importance. We will take every opportunity to foster and reinforce the correct attitude; the desire to "win" must never take precedence over the safety of the participants and preservation of the cars.

### **Responsibility:**

An expected result of the great variance in car and driver capabilities will be differences in speed and handling. We expect all drivers to honor others' right to perform on the racecourse as their abilities allow. Slower drivers need to be aware of upcoming traffic and whenever possible, acknowledge and point to the overtaking drivers around them. Likewise, faster and more experienced drivers should not intimidate, crowd, or put another car in jeopardy to make a pass. Each driver has the right and responsibility to drive to the extent of their capabilities and to allow other drivers to do the same.

### **Respect:**

SCRS objectives at the track are as follows:

- Promote competition
- Drive in accordance to one's skills
- Most of all, "have fun"

These objectives can only be accomplished if all of the drivers share the same philosophy, perspective, respect and consideration for their fellow competitors.

### **Integrity:**

A member of the SCRS Technical committee will perform an initial inspection upon application of a new car. Periodic spot checks of the members' cars will also be performed. The Club primarily relies upon the Honor System and the integrity of our members. If you feel the need to cheat with noncompliant engines or incorrect period equipment, you should be member of a different racing club. Camaraderie both on and off the track is of the utmost importance, and it relies upon trust and respect among the group as a whole. If a driver wishes to go faster, the SCRS recommends that the driver spend money on racing school tuition, driver development programs, and additional track time, as opposed to investing in questionable and suspect equipment. If it has been determined that you cheated and broke the trust that is so important to our group, you may consequently be excluded from any or all future SCRS Events.

## Race Car Eligibility

In the spirit of the SCRS rules, cars raced in our events must have competed in the NASCAR Grand National Series, NASCAR Winston Cup Series, and or the NASCAR Nextel Cup Series. Although some car chassis may have competed over several years, the current body and cosmetics as presented will determine the Car Class. Cars in each class must be authenticated and "Certified". Certified cars are those that, regardless of Car Class, have a verifiable history and supporting documentation.

### **Car Classes:**

The SCRS will maintain three (3) separate and distinct classes of cars based upon the car's represented year of competition.

- Vintage (V) 1948-1980 □ Historic (H) 1981-1995
- Contemporary (C) 1996-2006

**Note: No Cars newer than Generation 4, No COT cars.**

### **Car Certification Statement:**

Upon application to participate with any car, the member must submit an SCRS Car Certification Form. The member must attest in writing, to the best of their ability, as to the car's authenticity and compliance with the SCRS established Eligibility Standards and Requirements. An Annual Car Statement must be submitted each year upon the renewal of membership.

### **Eligibility Regulations:**

To meet the SCRS MEMBERSHIP eligibility requirements, the owner/member's car must meet the following criteria:

- A NASCAR Grand National, Winston Cup, or Nextel Cup stock car, demonstrated to have participated in one or more NASCAR Cup events.
- A NASCAR Grand National/Winston Cup/Nextel Cup Car of particular historical significance such as a "back up" car that was never raced, and be approved for participation by special application to the SCRS Executive Committee.
- In compliance with the NASCAR Cup rules in place during the car's represented year of competition.

It is our goal to build each Car Class to the size that allows for a separate run group for multiple car classes at an event. This will offer added opportunities for our members and the event organizers. We may allow multiple car classes to run at designated events, determined by our needs and the organizer's requests. While our main purpose and focus has been and will remain on "Historic" cars, we also wish to provide a home for other classes of car and give them opportunities to run with the SCRS when appropriate.

### **Engine Rules for Historic Cars and Contemporary Cars:**

Basic Engine Rule for SCRS: 358 CUBIC INCH V-8 (MAX .030 OVERBORE).  
Maximum carburetor size is 850 CFM. Heads and other internal parts of your engine should comply with the engine configurations running at the time of your car's participation in NASCAR Cup competition.

### **Basic Car Specifications:**

- Weight: Minimum 3600 lbs. with driver and full fuel cell
- Wheels: 15 X 9.5 steel or 15 X 10 steel, depending upon NASCAR specification for represented year of competition
- Tires: Bias Ply: 27x11.0-15, GOODYEAR 1439 Historic Winston Cup. Tires used in competition may be specified per event based upon availability by the SCRS
- Transmission: Only four (4) forward speed transmissions permitted.
- Rear Gear: Ford 9" with Detroit locker
- All other parts, except for SCRS-required safety modifications, must have been used during the period the car was raced. This includes, but may not be limited to: shocks, carburetors, pumps, coolers, gauges, etc.

### **Cosmetics, Historical Accuracy and Presentation:**

- Must have "Period Correct" cosmetics – hood, bumpers, paint scheme, sponsors, associate sponsors, contingency decals, etc.
- May portray any driver, numbers, sponsors, and paint scheme that the car was raced during that period.
- Must be clean, presentable, and without damage from a prior event.
- The Group recognizes that, particularly with older cars, there will be some difficulty in obtaining 100% accurate contingency decals and some sponsorship decals. Therefore, a car will not necessarily be considered

"period incorrect" if some of the car's decals are not year exact. This will be determined by the SCRS Technical committee.

- It is desired that each car will have its history on display in the paddock area (Story Board) during the event for members, officials, and spectators.

### **Timeline for "Period Correct" Compliance:**

A car that meets the base Eligibility Requirements but has incorrect cosmetics will be granted a reasonable period of time in which to participate in SCRS events while the car is brought into "Period Correct" compliance. A reasonable time frame will be defined as 1 year from joining SCRS or prior to presenting a car to the Executive Committee after an on-track incident that requires cosmetic reconstruction to the car.

### **Car Safety and Readiness for Competition:**

- Minimum 5 lb. NASCAR-spec fire system. Engine compartment fire system is strongly recommended.
- Battery must be securely mounted and enclosed.
- All oil lines in cockpit must be shielded.
- Rear-view mirrors: mandatory Left and Center mirror. Right-side mirrors highly recommended if you do not have a right side mirror, then you will be required to have a wide convex or Wink type (3) dimensional center mirror so that you can see a car on the right side of your rear panel. Each driver must be able to demonstrate rear as well as left and right side vision to tech inspector.
- A functioning Brake Light must be installed.
- Current fuel cell with no openings in cell container.
- Seat belts must be replaced at the manufacture's expiration date or 5 years from date of manufacture, whichever occurs first.
- There must be an electrical cut-off switch to isolate the battery and cut off the ignition. Such switch must be accessible from outside the car and be clearly marked
- A steering wheel engine kill switch is strongly recommended.
- Secure fuel filler must be maintained to prevent spills on the track.

- Conversion of the original quick-fill system to one utilizing a safety cap is recommended. This is a safety concern for our cars. In order to prevent fuel spills or upon a major accident involving the rear end of your vehicle, removal of the quick fill dry break system will help to prevent fires.
- Suggested Fuel Filler Safety Caps:
  - JAZ; part number 350-225-03 (2 1/4 inch filler)
  - JAZ; part number 350-250-03 (2 1/2 inch filler)
  - ATL; part number RF-108

**Note: Sanctioning more stringent requirements will prevail. Guidelines may be updated, as is deemed necessary to maintain a minimum level of safety**

## Membership Eligibility Standards and Rules of Conduct

### Driver Requirements:

- SCRS requires that participants possess the following basic standards of experience and/or professional instruction:
  - Drivers must hold a recognized Vintage Racing license or have attended a SCCA recognized professional high-performance driving course, minimum of a 3 to 4 day basic course.
  - Recommended attendance in additional advanced classes, or equivalency through past verifiable racing experience, and demonstrated proficiency in the stock car the member plans on racing.
    - Personal driver development conducted by a recognized driving school: check-out and sign-off by an approved SCRS member at an open-test session
  - Documented racing experience in the same or similar car.
- New members will be assigned a "Mentor" member for the first event. The Mentor will cover SCRS rules and expectations for passing, track etiquette, hand signals, racing line, braking, gears, etc. The Mentor and/or Group will determine any other input and/or restrictions that may apply. (These may be on an event-by-event basis, and based upon factors such as track conditions, number of participants, the new member's performance and grasp of the rules, etc.). The new member will meet with the Mentor before and after each on-track session to cover input, questions and restrictions. The Mentor will discuss with the organizer and/or Group any further development plans or restrictions that may be needed to participate in future events.
- A driver, regardless of experience, shall be considered a "rookie" when competing in their first SCRS event. This will require them to start at the back of the field in all qualifying or final races for the weekend regardless of qualifying time. If more than one rookie is in attendance, they shall be gridded according to qualifying times at the back of the field. A rookie driver will be released for regular competition upon completion of the second event

without incident and after being released by their mentor or the Executive Committee for competition.

### **Driver Safety and Required Equipment:**

- Safety is of paramount importance to the SCRS. Safety for others does not simply rely upon experience and prudence; we believe that there also needs to be a high level of common sense. Common sense also dictates that the driver needs to provide for their own personal safety.
- Helmet: Snell 2005 or later is closed-faced helmet is required. Note: Sanctioning body more stringent requirements will prevail. The drivers name, DOB, blood type and any special medical information should be clearly labeled on the back of the helmet.
- Driving suit: SFI 3.2A/5 or better rating required. The driving suit must cover the body from the neck to the wrists and ankles. Sanctioning body more stringent requirements will prevail.
- Gloves and Shoes: Race-approved, non-flammable, full-coverage material.
- Head and neck safety device (HANS, Hutchins or similar device, is highly recommended). Note: Sanctioning body requirements will prevail.
- If the driver has any known allergies to medications, he or she should wear the appropriate Medic Alert jewelry and/or provide such information to the Group organizer in case of emergency.
- New members will also need to demonstrate the driver's familiarity with the placement and access of fire safety equipment in their car to their assigned Mentor.
- All drivers must have a valid and current vintage racing license and medical certificate. A new medical exam is required every 2 years unless the driver is over the age of 60. At 60 years of age, an annual physical is required.

### **Driver Attitude:**

- A driver's attitude will quickly translate into their conduct both on and off the track. We refer to this as a "Vintage Attitude". Some of the most basic rules of the track are based on a driver's attitude about himself and his fellow competitors.
- A vintage perspective means maximum awareness of what is going on around your car. Where is your closest competitor? If they're near you, have you left enough room for both of you to survive the moment? Having your nose in front doesn't mean you own the corner outright. The other car is still present, is still racing, and has the right to sufficient space to co-exist on the

same parcel of track that you're currently riding in. This is not to say that you have to fully give up your line, but that you simply need to leave room, i.e. a car width plus a few extra feet. You do not need to slow down, pull over, drive off line, or put you or the other car at risk. Likewise, just because an overtaking car does not yet have his nose in front does not mean that they don't have some claim to the corner either. If you drive all the way to the apex and that car was far enough up, or approaching so fast that contact can reasonably be expected to happen, you have just violated the concept of vintage racing.

You must be aware of relative speeds and car positions, and then quickly and sensibly decide what you can and cannot do. Competitive measures such as late braking or threshold braking require great skill and experience. Adapting to a track's changing conditions or making allowances for faster and slower cars requires that you are constantly aware of your surroundings and attuned to your car.

It comes down to the application of some basic physics and a lot of good judgment. The ability to lead and stay in front of the other cars on the track should depend on superior skill (more so than on equipment) and not by one's willingness to commit mayhem. Being a race driver entails acknowledging the other drivers' right to exist and compete on the track, leaving them sufficiently safe racing room, and then instantaneously picking and driving a racing line using the part of the track that is left to you. If you demand or need the entire track to race, then take advantage of open testing days or other opportunities where you need not be concerned with competitive traffic and can run your line consistently. Wheel-to-wheel racing entails dealing effectively with your competitors while still driving within your capabilities. SCRS members, as well as spectators, have found it much more enjoyable when passing and side-by-side racing frequently occurs. To best accomplish this, the driver needs to apply all of the attitudes covered herein. All drivers must be competent enough to recognize their limitations, to drive safely and competitively even when having to give up their line, and to clearly understand that there is no corner, or race, important enough to put himself or any fellow competitor in jeopardy.

Vintage racing requires an attitude of accommodation, consideration, and respect. It does not allow for out-of-control racing, nor does it shift the responsibilities of safe and courteous driving to any single driver in any racing situation. The vintage racing attitude should foster safe competition, passing, and side-by-side racing. The result is fun for drivers and spectators alike.

### **Common Sense Rules, Obligations and Courtesy:**

- Always drive within one's abilities—your own and that of your equipment. Demonstrate track courtesy with all competitors (fellow SCRS members and otherwise), especially in congested traffic and in passing situations. A car does not need to have completed the pass before the overtaken car should give them proper racing room. While the responsibility of the pass lies primarily with the overtaking driver, the driver being overtaken has an



equivalent responsibility to be aware of what is happening on the track around them and drive accordingly.

- A driver should slow down and point to another car to pass if the other car is clearly faster and has been tailing that driver for one or more laps. Drivers should not block or impede the passing of any car. Any driver operating their car in a manner deemed to be dangerous will be Black Flagged and required to stop at the designated Black Flag Station. Depending upon the interpreted severity of the circumstance, the driver will be (A) warned, (B) removed from the course, or (C) suspended from the event. Regardless of the decisions made by the officials in the Black Flag Station, three (3) Black Flag situations for aggressive driving issues in a single event will send you home for the weekend. Honor all flags and signals of track officials. Never assume you know more than they do. In any issues regarding an on-track infraction that was not initiated by a decision of the SCRS, but by the sanctioning body of the event, the sanctioning body will have the final word in any punitive decisions for the on-track infraction.

### **Car-to-Car Contact:**

**Car-to-car contact is absolutely contrary to the spirit of Vintage Racing.** All incidents will be thoroughly investigated by the SCRS, and by the sanctioning body of the event. In instances of car-to-car contact:

- The driver judged to be at fault in a contact situation can expect to be penalized, including removal from participation. Repeated instances of contact in which the driver is judged to be at fault, whether in the same event or subsequent events, will require that the driver enroll in and satisfactorily complete a professional high-performance instructional courses before being allowed to participate in any further SCRS events. In these instances, it is probable that the SCRS will determine which courses the driver must complete in order to be considered for future participation.
- The driver judged to be at fault in an instance of contact or for a situation involving great recklessness or severe negligence will be immediately excluded from further participation in the event, and possibly any future events for such a period as deemed appropriate by the SCRS Executive committee. Any driver removed from competition for any of the above instances will be required to serve a probationary period upon return to competition.
- Should the driver be involved in another such incident during this probationary period, they may be refused participation in any future event or banned completely from future competition.

### **Driver Errors:**

Event sanctioning body rules prevail but SCRS encourages the following:

- In some instances, a driver may be termed as over-driving, which can affect other drivers and limit racing opportunities through the creation of caution periods. Instances in which the driver can be Black Flagged and directed to the Black Flag Station are, but not limited to:
  - Overly aggressive driving
  - Unsportsmanlike conduct
  - Reckless or negligent driving
  - Any "spin" which stops the forward progress of the race car
- In the event of an on track spin of less than 180 degrees, a driver may continue safely without penalty. A second spin in the same session requires the driver to report to Black Flag for consultation and car inspection. A third spin in the same session requires the driver to pull off the track and return to the paddock for consultation with the driver's committee at the end of the session.
- Any on-track incident in which a car has four wheels off in any session requires the driver to report to Black Flag for consultation and car inspection. A second incident in the same session with four wheels off requires the driver to pull off the track and return to the paddock for consultation with the Executive Committee at the end of the session.
- Any driver who is determined by the SCRS Executive Committee to create unsafe conditions for themselves or other competitors is subject to penalties equal to contact incidents. Failing to heed a Black Flag or voluntarily reporting to Black Flag for incidents requiring such action may result in similar penalties.

## Membership Obligations

### **Driver Meetings:**

- All SCRS drivers' meetings are mandatory. It is the responsibility of the driver to attend all drivers' meetings, whether called by the SCRS or Event's sanctioning body. Failure to attend the meetings can result in being placed at the rear of the grid for the next race or possibly exclusion from the next on track session.

### **Hold Harmless Agreement:**

- All competitors and non-competitors that submit an application for membership to the SCRS or any non-SCRS member that chooses to compete in an SCRS sanctioned run group do so with the full understanding that automobile racing is an inherently dangerous event and voluntarily assumes all risk of, and has no claim for, damages against the SCRS, its officers, agents, or representatives.

- Any participation in an event directly affirms that the owner, driver, and mechanics represent the race car as being properly prepared, in a safe and operable condition, and that the driver is sufficiently experienced and capable of performing in a competitive racing event.
- All persons connected directly or indirectly with the car(s) being raced assume full responsibility for any and all injuries sustained anytime they are in the racing areas, including death and property damage.