

2025 Hot Rod Classics Association – Hot Rod Classics Vintage Race Car Series

Overview

The Hot Rod Classics Series is our region's only vintage stock car organization. As with Heart of a Champion, the Hot Rod Classics Series has been formed to help preserve stock car racing history in the Maritimes and to honour those who helped make the sport what it is today.

Known as the "Hot Rod Classics" we showcase race cars which were built in 1985 or older giving long-time fans an opportunity to relive precious memories and at the same time provide a platform where newer fans can experience, perhaps for the first time, race cars of a bygone era.

The Hot Rod Classics Series is, in essence, a spirited league of exhibition shows. We participate in a handful of significant stock car racing events in the region each year; at facilities which have played a part in and/or show an affinity for recognizing our Maritime stock car racing heritage.

Fun. Fair. Safe.

Our core values. If your goals are not of a like-mind then you are best suited for another series.

Fun. Our events provide a variety of activities on and off the track, designed to provide a fun experience for all. Showing our cars fosters the development of the series and also educates spectators who may or may not know anything about the history of stock car racing in our region. We create an atmosphere that provides a social experience unparalleled in other series.

Fair. Hot Rod Classic Series events provide on-track exhibition's with cars built to resemble stock cars from a bygone era. It's not about having the fastest car, it's about having fun and respecting your fellow competitors while putting on a quality show for fans, as directed by the Race Director.

Safe: Our events feature original and replica vintage stock cars, some restored to their original racing specification and livery, equipped with modern safety equipment, as mandated in our guidelines.

****The Hot Rod Classics is NOT a racing series with "no intentional contact" and on track antics will not be tolerated; we encourage close competition with a hallmark spirit of good sportsmanship.**

The Race Director has full discretion to determine the tempo, placement, and pace during each on-track event.

We have crafted our rules and procedures with a 'Keep It Simple' philosophy. Pre-race inspections will help ensure each car is prepared according to guidelines established herein. Safety is priority #1.

The following is information on how events in the Hot Rod Classics Vintage Race Car Series (herein know as HRC or Hot Rod Classics Association HRCA) are organized and the rules that govern them. The rules, regulations and/or procedures set forth the guidance for the conduct of participants and conditions under which competitors will race. It is essential that you know and understand them. Ignorance of the rules will not be accepted as an excuse for non-compliance and/or infractions.

HRC reserves the right to final and non-appealable interpretation of all rules and specifications. Any situation not specifically covered in the rules or procedures will be decided upon by the Race Director, or official as designated by HRC.

These regulations are a guideline. Since it is impossible to cover every anticipated situation all descriptions may be subject to the EIRI (except in rare instances) rule. Rules are subject to change without notice.

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DISCLAIMER

The rules and/or regulations set forth herein are designed to provide the orderly conduct of racing and to establish minimum requirements for such events. These rules shall govern all events, and by participating in these events, all participants agree to be bound by all of these rules and are solely responsible for ensuring they have fully complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended 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. HRC officials shall be empowered to permit minor deviations from the specifications or to impose any further restrictions that in his/her opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any

interpretation or deviation of the rules is left to the discretion of the officials. All decisions made by HRC and/or its officials are final and without recourse.

2025 RULES & PROCEDURES

We have crafted our rules and procedures with a K.I.S.S. philosophy (keep it safe & simple). Pre-race inspections will help ensure each car is prepared to guidelines established herein.

CAR BUILDING RULES

- 1) Vehicle must be 1985 or older.
 - a) *Must be a hardtop sedan, coupe, hatchback or regular cab 2wd pick up truck.*
 - b) No convertibles.
 - c) Bodies must have a stock steel roof, no full fibreglass bodies.
 - d) Fabricated steel or fibreglass panels must be as close to stock as possible.
- 2) Frame must be stock or represent a stock frame and include a full roll cage.
 - a) If a tube frame is used, it must resemble a stock frame. Sportsman, Island Modified, Street Stock, Mini Stock & Pro Stock are all examples of chassis that can be used. No unibody cars.
- 3) Car must have a full front and back firewall OR drivers compartment sealed with tin and floor.
- 4) Driver's door must have a minimum of three roll bars, as part of the roll cage. Driver's door plating is highly recommended.
- 5) All cars must be equipped with a proper aluminum race car driver's seat.
- 6) The car must be equipped with a five-point racing harness (including sub strap) safety belts.
 - a) No older than 5 years but recommended to be changed after 3 years.
 - b) No fraying, tears, or other sign of wear or damage, regardless of age.
 - c) Must be firmly secured to the chassis, not the body.
- 7) Cars must have a rear-view mirror, additional door mirror ok.
- 8) Mufflers are optional.
- 9) Overflow hose ok. Overflow catch can is optional and cannot be mounted in the driver compartment.
- 10) Battery must be firmly secured in a safe location and if mounted in the driver's compartment sealed in an approved safety container.
 - a) On and off main battery switch must be mounted within the drivers reach, clearly marked and in good working order. Gauge must be visible.

- 11) A fully charged fire extinguisher is mandatory and must be firmly secured in a safe location within the drivers reach.
- 12) Engines must be of an era suited to the car.
 - a) Eight-cylinder maximum.
 - b) Must be naturally aspirated with one carburetor.
 - c) Must be 1979 era, or older - these are vintage cars and should look as such. Crate engines ok.
 - d) No electric fuel pumps.
 - e) No plastic or glass fuel filters.
 - f) No rubber gas lines longer than 12". No leaks.
 - g) Cars must be equipped with dual throttle return springs mounted in separate locations.
 - h) No antifreeze allowed.
 - i) It is recommended the fuel system must have a shutoff valve within the drivers reach, clearly marked and in good working order.
- 13) Transmission should be OEM style, automatic or manual.
 - a) Cars must have forward and reverse gears and start under their own power.
- 14) Any 1979 era OE rear end or quick-change rear end allowed.
 - a) Must have 5/8" studs on at least the right side.
- 15) Leaf springs or coil springs allowed, as well as jacking bolts.
- 16) Tires and wheels must be in good condition.
 - a) Up to 15" tires allowed.
 - b) Wheels must be secured to the hub with 1" steel lug nuts. All studs must protrude through the nuts with threads showing.
- 17) Rack and pinion steering is allowed.
- 18) Steel brake lines only; no copper tubing.
- 19) *Brake bias value is ok.*
- 20) Cars must have four-wheel brakes in good working order.
- 21) Cars must have a drive shaft strap or steel hoop.
- 22) Fuel cell is mandatory with roll-over ball or flap.
- 23) A quick-release window net on the driver window is mandatory. *Ease of operation will be verified by the Tech Inspector.*
- 24) Cars must have SAE safety glass or lexan windshield. Rear Windows & side windows ok.
- 25) The hood and trunk lid must be pinned or strapped securely.

- 26) Doors must be welded shut or secured accordingly.
- 27) No loose body panels, bumpers, pipes, or any other part.
- 28) Must have front and rear bumpers.
- 29) Suspension parts must be in good working order.
- 30) Run on spring only. No coil binding & bump stops.
- 31) All cars must pass technical inspection at every meet. Not passing pre-race inspection means you may not be able to race; not passing a post-race inspection means you may be penalized.
- 32) Passing or not passing technical inspection is solely at the discretion of the series technical inspector, and without question or recourse.

RACE MEET PROCEDURES

1) DEFINITIONS

- a) Disqualification: To make a driver or car ineligible to participate in a race or meet with the loss of credit for an official finishing position, including the loss of tow money for that race or meet and possible suspension of driver, car owner, crew, or all of the above. The decision to disqualify can be made before, during, or after a race or on the completion of the race meet. The length of any suspension is at the discretion of the Competition Director.
- b) Illegal Drugs: Illegal drugs are those substances defined and prohibited by provincial or federal laws. Illegal drugs also include prescription drugs not prescribed for the participant.
- c) Participant: A participant is any person taking part in any portion of a Hot Rod Classic event in any form, including but not restricted to drivers, car owners, crew members, sponsors, track officials, or pit area observers. All such persons shall be considered public figures who have by their own choice become involved in auto racing events with the Hot Rod Classics Association, with full understanding that he or she must abide by the rules and regulations established and published or announced by the Hot Rod Classics Association or participating facilities. All participants are responsible for their personal conduct.
- d) Penalties: These are measures applied by officials to participants who require closer regulation of their behavior. Some rules have specific penalties defined for an infraction. Others leave it up to the judgment of the officials dealing with the problem at the time. Penalties may be applied to an individual, a group, or a car.

e) Race Meet: A race meet shall, for the purpose of rules enforcement, be considered to be the period between the opening and closing of the pit gate.

f) Restricted Areas: The rules and procedures apply to the entire venue in which the race meet is held. There are areas within the venue that have additional requirements. These include but are not limited to the pit area, tech area, tower, flag stand, and track. Within restricted areas, additional restrictions may be placed on access and activities.

2) DRUG POLICY

a) General Prohibition: Possession or uses of illegal drugs or drug substances, as defined above, is prohibited in any form, by any participant in the Hot Rod Classics Series, either on speedway properties or any area considered to be used in the operation of any Hot Rod Classic event, such as parking lots or leased properties.

b) Penalties: Any person found to be in possession of, or under the influence of, an illegal drug or substance on any HRC contracted facility property, or any person who is formally charged by a court of law with illegal drug violations, shall be subject to the following penalties by Hot Rod Classics Association: Suspension from competition and eviction from HRC event, and denial of further entry to HRC events for a period to be determined by the Hot Rod Classics Association.

c) Any participant who is formally charged by a court of law with an illegal drug violation, upon notification to the Hot Rod Classics Association by that agency, shall be suspended from all forms of participation at HRC events until such time as the charges are fully adjudicated through legal process. Any participant convicted of a formal drug charge by such process of the law will be prohibited from taking part in any HRC event from the date of conviction until further notice.

d) Right to Test: The Hot Rod Classics Association reserves the right to test any participant for alcohol and/or illegal drugs.

e) Appeal and Hearing: Any participant suspended for violation of these rules may be granted an appeal hearing by a board of officials designated by the Hot Rod Classics Association, provided the suspended participant requests such a hearing, in writing, within 14 calendar days of the date of suspension. It is the responsibility of the suspended party to make such a request if a hearing is desired.

f) Reinstatement: A participant suspended for violation of these rules, except in the case of persons charged with selling drugs, may, as a result of a decision reached through the hearing process detailed above, be

reinstated, if it is mutually agreed that the participant, at his or her own expense, will produce documentation from a physician licensed within the affected province, certifying that he or she is drug independent, as a result of random and periodical examinations of urinalysis testing, made at the request of the Hot Rod Classics Association.

g) Prescribed Drugs: If a participant is using prescription drugs on the advice of a physician, such use must be reported to the pit steward or race director prior to the participants' entry into any HRC activities. Failure to notify could subject the participant to penalties prescribed above.

3) SUSPENSIONS AND REINSTATEMENT

a) After any suspension, rejection, penalty, or restriction from participation has been issued to the participant, whether verbally or in writing, Hot Rod Classics Association reserves the right to review the individual's circumstances on a case-by-case basis, and after having done so, to make a decision at that time as to whether or not the person or persons involved should be allowed to continue competing in the Hot Rod Classics Series. Certain restrictions may apply. Participants may request one meeting with officials (in writing). Series management must receive the written request within 48 hours of any penalty being applied to an individual or team.

4) GENERAL

a) All participants desiring admission to the pit area must register by personally PRINTING and signing their name and include CAR NUMBER on the Insurance Waiver before entering.

b) Hot Rod Classic events take place on private property. Any person on this property without the permission of the facility owner(s) or Hot Rod Classics Association (HRCA) is guilty of trespassing and subject to the penalties prescribed by law. Through your registration, you are given the authority and the right to be on the property in conjunction with racing activities. However, HRCA at any time it is felt your presence or conduct is not in the best interest at any time that it is felt your presence or conduct is not in the best interest of either the sport of auto racing, your fellow competitors, the fans, management, officials, or the employees of the facility or HRCA reserves the right to accept or reject any participant (car owner, driver, crew member) for any or all events.

c) Normally, no person under 16 years of age will be permitted in the pit area during a HRC event. Some venues may have different insurance carriers, which may allow exceptions. The age limit and restrictions/requirements

are determined by the host facility and should be reviewed well in advance of the event. Those under 18 will generally require a minor release form.

d) Each person should sign his/her own waiver and pay his/her own admission.

e) Any vehicles, which enter the pit or track area, are entered at the vehicle owner's risk. Hot Rod Classics Association assumes no responsibility for damage to or loss of equipment, vehicle, or any parts, by any means whatsoever.

f) Any person in a restricted area who refuses to obey the request of an official may be subject to further action by the HRC management or its designated officials.

g) Given the nature stock car events, there may be times when relations among competitors become strained. All participants are expected to show restraint on the track and in the pit area. Should tensions become unmanageable, participants involved are expected to return to or remain in the pit area assigned to their car. Any person that deliberately goes into another person's pit in a violent and/or threatening manner or any person involved in a fight, regardless of who was the aggressor, may be removed from the premises, disqualified, and/or suspended. A fight shall be defined as making physical contact. Negative action by a crewmember could affect the car.

h) Anyone who, by word or deed, disrupts, impedes, jeopardizes, or in any manner hinders the smooth and orderly presentation of the racing program, or anyone who commits, or causes to be committed, any action detrimental to stock car racing, or the HRC will be considered to have abused the privileges of entry or admission to the property and may be subject to the cancellation of those privileges or disqualification as determined by management or designated officials.

i) Any person who has evidence of alcoholic beverages or chemical substances about his or her person, or who is seen by an official taking either during a race meet, may be either denied admission or asked to leave the property, and may be subject to further action at the discretion of HRC or designated officials.

j) No participant shall subject any HRC official, track employee, or sponsor representative to any abusive or improper language at any time. No participant shall touch an official in anger.

k) Anyone who goes to the flag stand, tower or race control to protest, or otherwise jeopardizes the flow of the racing program, is violating these rules and could be subject to further action by officials.

5) SAFETY

a) Safety is paramount at a race meet. Whether it is the care taken driving, avoidance of rowdiness that might lead to injury in steeply sloped stands or viewing areas, the use of jack stands or similar safety devices when working beneath a vehicle, we must all be aware of the inherent hazard that casualness toward safety can create in the racing environment.

b) Any participant who has been injured (no matter how minor the injury) must report to the first-aid attendants and the participating track management at the time of the accident.

6) RACE DAY SCHEDULE

a) Set by the racetrack in advance of the event.

b) It is the competitor's responsibility to be aware of the race day format which includes times for gate open, practice, drivers meeting, and race start.

c) The race day schedule is subject to change without notice.

d) If weather is an issue, it is the responsibility of the competitor to confirm with HRC prior to leaving for the event whether the published schedule has been affected (delayed, postponed, or cancelled), or not.

7) DRIVERS

a) The driver is that person who enters into the racing competition on the track. A car is entered by number and in the driver's name. Drivers are responsible for the conduct of all persons signed in on their car. The driver shall be the sole spokesman for the car owner and pit crew in any matters pertaining to the meet. Penalties incurred by a crewmember may affect the driver. Car owners, crewmembers, sponsors, spouses, or associates of a driver may not represent a driver in any concerns, whether they are signed in as a crewmember or as a member of the audience.

b) Drivers must be 16 years of age or over.

c) Must be registered with HRC for the current year: Event registration takes place at the track with registration forms provided by HRC officials.

- d) Must wear an SFI rate fireproof suit, in good condition as determined by HRC, fireproof gloves, fireproof shoes and a helmet at all times on the track. **A neck restraint system is mandatory.** 2-layer fire suit OR a single layer fire suit with a fire-retardant undergarment is highly recommended.
- e) **Helmet must be in good condition, have a Snell 'SA' or 'SAH' rating and be 2015 or newer. Full face helmet is mandatory.** Label must be visible.
- f) Must have working radio scanner with an ear bud and tuned to the HRC race control at all times on the track; two-way communications with a spotter is highly recommended.
- g) No fighting or aggressive behaviour will be tolerated.
- h) There may be times when two or more individuals wish to share the driving of a car. The second (or more) driver will be considered a co-driver. Since various methods may evolve to determine when each will drive, no hard rules can be made. Consultations with the race director should take place to ensure compliance with the intent of the rules. In part, it must be clear who will be undertaking the responsibilities outlined above and elsewhere in the rules and procedures. If the co-driver is a rookie this could further complicate matters.
- i) Illness, work schedules or other considerations may require a substitute driver for a car, either for a race or an entire meet. Should this occur the substitute driver would represent the regular driver. However, the regular driver is still responsible for his car. Any action taken by the car, substitute driver, and/or crew, or by officials in regard to the car, could affect the regular driver.

8) CREW

- a) Must be 16 years of age or older, pending track pit entry rules; parental consent may be required in advance.
- b) Must wear proper attire for assigned jobs on race day.
- c) No fighting or aggressive behaviour will be tolerated.

9) NUMBERS / SCORING

- a) Each car entering competition will be assigned a number by HRC officials upon acceptance of the series registration form.
- b) The number will be used to identify all activity associated with that car and driver.

10) CARS

a) A driver will sign in to only one car per event. A driver will only attempt to qualify one car per meet.

Once a car has been signed into the pit area for any meet, the car number may not be switched to another car nor can a back-up car be used, nor can a different number be placed on that car. Any cars bought or borrowed in the pit area must not be raced under a different number until the next meet.

If you are registered with the Hot Rod Classics, you cannot race with another division the same day as the HRC event. This keeps the uniqueness of the HRC cars within the HRC event. The intention is to keep the show unique for race fans. For example, you cannot participate with the HRC event and a street stock event on the same day at the same track.

b) Drivers, car owners, sponsors, crew members, or anyone associated with a car, shall have no claim against the racing facility, HRCA, or its sponsors, officials, agents or contractors by reason of disqualification, penalization or damage to vehicles, personal property, or personal injuries.

c) If a participant creates problems in the pit area, or other parts of the facility, the car under which they are signed in with could be subject to further action by officials.

11) INSPECTION

a) It is mandatory for all racecars to attend pre-race inspection. before being permitted on the track. All cars must meet the minimum requirements as outlined in the rules. However, situations may arise where the race director or official in charge waives the pre-race inspection to one car or any number of cars.

b) The tech inspection form is available on the HRC website; it will expedite your inspection process if you print and complete the top portion before the event and take it with you.

c) HRC officials reserve the right to inspect any car at any time. Officials will determine inspection items. Tech inspectors are not empowered to determine penalties but will be empowered to apply predetermined penalties.

d) Once a car has failed an inspection, it could be required to show that corrections have been made before the car is allowed to compete in future HRC meets.

e) Only the driver and one crewmember are permitted in the tech area with their car for post-race tech inspection unless specifically asked by the technical inspector. Anyone other than the driver and authorized crewmember for the car being inspected could be asked to leave the inspection area immediately.

12) PRACTICE / RACE DAY

- a) Only one division will practice at a time unless otherwise indicated by the official in charge.
- b) Cars waiting to on the track will line up on the pit line-up road.

13) DRIVERS MEETING

- a) Attendance at the drivers meeting is mandatory; anyone not in attendance will be placed at the rear of the field to start and many not be permitted to race.
- b) There maybe circumstances when the drivers meeting is held virtually, when attendance is also mandatory.
- c) Questions or concerns specific to a race meet should be addressed at the drivers meeting.

14) RACE PROCEDURES / TOW MONEY

a) The race director and/or flagman shall control and enforce flagging and track procedures. Non-compliance to outlined procedures, or a flag could be subject to disciplinary action.

b) When possible, a random draw will determine the starting order of the heat races(s). If necessary, the Race Director has full discretion to determine the lineup for the heat race(s) and feature.

c) Tow money and number of heats will be determined by the car count at each event. The amount of tow money paid out to a car owner or driver is based upon the track location, sponsors acquired for each specific event, team standing and registered car attendance throughout the season at Hot Rod Classics events.

d) Caution laps do not count.

e) Restarts will be double file with lapped cars, if any, blended in as they were running when the caution or red flag was displayed.

f) Cars which cause two or more yellow flags in any race may be parked. Any competitor who intentionally causes or attempts to cause a yellow flag by stopping, spinning out or other action could be subject to disciplinary action. Such action could include loss of laps or position.

- g) All disciplinary action during a race, whether described previously or not, or any rough driving actions, will be at the discretion of the Race Director.
- h) Cars must hold their starting position until they cross the designated starting point, as described in the drivers meeting. If a car pulls out of line on a caution lap, the field simply moves ahead, keeping in your same line.
- i) The leader must maintain a minimum and maximum speed until they get to the starting point or line. No slowing down or powering away. The second-place car should not go before the leader. In the event of a false start, the leader or second place could be sent to the rear of the field.
- j) Cars re-entering the race under green flag conditions must do so in a safe manner and must follow pit steward direction.
- k) If a car catches fire, usually, the safest course of action is to pull to the infield and allow safety crews assess the situation and to assist in the driver exiting the car.
- l) Following the completion of the race, all drivers, except the winner and any others directed by officials, shall proceed around the track and enter the pit slowly.

15) SERIES EVENTS

- a) There shall be no intentional contact between cars or erratic driving at any time; those who engage in such activity will be penalized at the discretion of the Race Director. Repeat offenders may be suspended for the series, at the discretion of series officials.
- b) No three-wide maneuvers unless in the case of an emergency situation, as deemed by the Race Director.
- c) If the race is 20 laps, you don't have to go from 15th to 1st in two laps. There is plenty of time and lots of races. We're all friends and we need to look after one another that way. Give each other room and drive with respect. Time, money and effort has been spent on building each vintage car and we need to be mindful of that.
- d) Watch the flagman and watch for drivers signals. If your car is slower than others, move over and give the faster cars room. Do not hold them up.
- e) The HRC series is designed to provide entertainment for the fans with like-minded racers. If necessary, the Race Director has full discretion to determine the pace and car positioning during a race.

f) No-one wants their car wrecked, but it could happen. If you are afraid to scratch your car, leave it on the trailer.

g) Full bodied and open wheel vintage cars will run together at HRC events.

16) FLAGS

a) Green Flag - When the green flag is displayed by the starter, cars must maintain position until they have crossed the starting line or a designated position on the race track, to be made known to the competitors in the pre-race drivers meeting. First-place car will choose the lane they wish to restart in. The second-place car will take the lane not taken by the leader. All other cars keep their positions. The first-place car should determine the start or restart if he maintains reasonable speed and holds the field. Minimum and maximum speeds could be used for lead cars on starts and restarts. False starts will receive a yellow flag and all cars will be expected to return to their start/restart lineup immediately. Those deemed to be responsible for the false start might be penalized at the discretion of the officials. Cars that do not maintain speed through the field could be warned, penalized over the radio, or at the next restart, or at the end of the race, or could be singled out by the race director as passable before the start line.

b) Yellow Flag - Will be displayed when, in the opinion of officials, there is no immediate danger to anyone in competition and the field must be slowed to enable removal of debris or to facilitate cleanup. Once the yellow flag is displayed all cars will slow immediately, hold their position, and move into single file before they cross the start/finish line. Cars that do not slow down and get into line once the yellow is displayed, or cars that continue to race back to the start/finish line could be penalized at the discretion of officials. The only exception to racing back to the yellow flag (*qualifying races only*) would be if the leader has already taken the white flag. Only then, would it be permitted to race back to the yellow and checkered flags. Should the last lap yellow/checkered situation occur, drivers are expected to exercise caution. The Main Feature *should* not end under caution. There will be a minimum of two laps (green, white, checkered) to end a Main Feature. There could be instances where officials decide the next green will be the final attempt.

c) Red Flag - Is displayed when officials want the race to stop immediately. Should a red flag be displayed after the leader has taken the white flag the race could be restarted or if the red and checkered flags are displayed the cars will be scored as they took the white flag. Cars involved in bringing out the red flag will be placed on the rear.

d) White Flag - Indicates the leader has started his final lap of competition. All other cars will be shown the white flag to indicate their final lap regardless of how many laps they have completed. No car may receive assistance on the white flag lap to gain *or maintain* a finishing position. (e.g. getting pushed across the start/finish line).

e) Checkered Flag - Indicates the completion of the race.

Black and Orange Flag - Is shown to a competitor who is having apparent mechanical difficulties (e.g. gas leak, body parts, hood up, oil leaking, wheel pointing in the wrong direction, etc.). The competitor must go to the pits. Should he be able to make repairs, he can rejoin the field at any time during the race. Ignoring the Black and Orange flag could result in a Black flag.

f) Blue with Orange/Yellow stripe - Indicates the leaders are approaching. Drivers are expected to be courteous and observe this move-over flag and not run interference to the leaders.

g) Black Flag - Indicates a driver is under penalty. If, in the opinion of officials, the black flag was thrown because of over-aggressiveness or impatience on the part of the driver, the car may be allowed to continue once it has worked its way toward the rear of the field. A driver should immediately pull to the inside or outside of the track. Should the crew be able to communicate positively to the driver, often the driver simply has to find the rear of the field or fall in behind a particular car and then proceed. This use of the black flag could be given for such things as not holding your position on a start or restart, racing through the infield, entering or re-entering the track with little or no concern for competitors who remained on the racing surface, spinning someone out and the driver gets going without bringing out a yellow. If, in the opinion of officials, the black flag was thrown for a deliberate unsportsmanlike maneuver the offending car and driver could be **disqualified**. Disqualified for that race, that meet, or additional meets and be subject to further action by HRCA. Should a driver ignore a black flag, further disciplinary action could result.

h) Should a car and/or driver receive several black flags for rough riding throughout the season, the car and/or driver could be penalized or suspended for an entire meet or longer.

i) Black flag penalties could result in a loss of all monies and/or awards payable/due for the event.

17) COMMUNICATIONS

a) Driver must have a working radio scanner with an ear bud/headset and tune to HRC race control at all times when on track; two-way communications with a spotter is recommended.

18) AUTOGRAPH SESSIONS / ON-TRACK DRIVER INTRODUCTIONS (WHERE APPLICABLE)

a) Race cars and drivers will proceed to the front stretch and park as directed by officials in an orderly fashion. Driver should keep fire suit fully fastened, place helmet on the roof of the car and stay by the driver's door of their car. When their name is called, they should wave to the crowd and acknowledge the people in the reception line.

b) Only two crew members per car will be allowed on track with the car during the entire driver introduction ceremony. While the national anthem(s) is played, the two crew members will stand side by side by the driver's door facing the flag.

Where the pits are in the infield, pit crew members should stand side by side by the driver's door and face the flag while the national anthem(s) is played.

19) VICTORY LANE

a) The top three finishers will stop on the front stretch in the designated Victory Lane area. The drivers will be available for interviews over the PA system, and with the media, as directed by officials. The top three drivers will be available for photos wearing hats as supplied by sponsors and following the venue COVID protocols.

b) No crewmembers can approach a car on the racing surface, before, during, or after an event, without the presence of, and permission from, an official. One crewmember will be allowed to check tires (only), with the assistance of one jack man, on the track in Victory Lane following the main feature, after receiving permission from the official assigned to that car. No /one else is allowed near the car until the driver has gotten out. Should the driver need assistance, he will get it from the attending official. Once the driver is out of his car, the drivers' side window net must be fastened in place.

c) Should the checkered flag not be returned to HRC officials following victory lane ceremonies, the winning car, or any other if it is determined they misplaced it, will have \$100 deducted from its payout for that race.

20) SOCIAL MEDIA POLICY

a) Any social media post that is deemed detrimental to the sport, the HRCA, Series sponsors, other racers, tracks and/or Tour staff will not be tolerated. Posts that the Series deems detrimental, abusive and/or in poor taste will be dealt with. The Policy applies to all teams associated with the HRCA including but not limited to drivers, crew members and car owners.

b) The first occurrence will see the author formally told to cease and desist and placed on probation. A second occurrence will see the author and/or their respective team suspended for a race. Further suspensions up to and including suspension for the season could result in the event of any further posts.

21) COVID 19 PROTOCOLS (when applicable)

a) All drivers, crew members, etc. should be aware of and abide by all COVID-19 protocols in effect by the jurisdiction of the host track as well as those of the host track.

b) Each person is responsible for their own COVID-19 prevention supplies which may include, but not limited to, face masks, disinfectants, and hand sanitizer.

c) Everyone is encouraged to practice good COVID-19 prevention measures including, but not limited to, frequent hand washing, distancing, wearing a face mask if a six foot/two meter distance cannot be maintained, not sharing supplies and/or equipment and sanitizing between users if equipment must be shared.

22) Graphic Style Guide

THE 'VINTAGE LOOK'

The intent of the Hot Rod Classics series is to give stock car fans a peek to into our stock car heritage – a proverbial 'blast from the past'. The success and strength of our overall entertainment product relies on the fan experience during the HRC show – the classic sights and sounds from days long ago provoking a unique experience.

We encourage all builders to exercise their creative side but also ensure they maintain credibility in their car as a vintage stock car. While we offer race fans a unique experience with our on-track events, the most important part of the Hot Rod Classics Series are the cars!

We encourage all Hot Rod Classic builders to do their research to achieve a 'vintage-feel' for their car. There are many photos available online with endless images of our local or northeast racing heroes, vintage Nascar, Nascar North, Nascar tour-type Modifieds, MASCAR, etc. If you are building a car from the 50's, 60's, 70's, or early 80's, cars were lettered by hand with paint. If you use vinyl graphics, try to maintain a 'vintage feel' based on historical fact. The fonts, colours and stylization you chose will help to reflect a car design from years past rather than current race car graphics. For example, before the mid 1980's, fluorescent paint/vinyl wasn't popular in the paint schemes of the day. If you are using fluorescent colours, we encourage the builder to base

it on historical precedent. Try to keep your graphics within the era of your car. If at all possible, use period specific fender decals and sponsors. This will provide more credibility with race fans.

Door number: With all race cars, the door number is important to the success of the overall paint scheme. The font style should match the body style and era of your car. Generally speaking, just as body styles were uniquely different, graphics on cars in the early 70's looked different than that of the mid 80's. Cars of this period were often two-toned colour schemes or used panels of colour on the sides, hood, etc.

Let's try and ensure the Hot Rod Classics on-track show is a loud, rumbling mosaic of vintage body styles and colours!



