

EVENT RULES AND REGULATIONS:

Section 1:

GENERAL REQUIREMENTS

1.1 Specific Rules for this Event

This is not a race event, and wheel to wheel racing will not be tolerated. This event is for the on track display and operation of historically significant vehicles, with times recorded for personal interest only. No trophies will be awarded for this event. Driver's observed racing in any manner will be asked to leave, and forfeit all fees. Restricted passing areas, and other means, will be used to control vehicle speeds on the track

1.2 Driver Eligibility

Participating drivers must register, pay all applicable fees, and complete all applicable forms, including a tech inspection of their vehicle. All tech issues found **MUST** be corrected prior to vehicle entering track surface for practice or transponder timed runs.

1.3 License Requirements

All drivers shall possess a valid driver's license. All drivers between 16 and 18 years of age shall have notarized evidence of a parent's or guardian's consent to drive on the track. No driver under 16 is allowed. **NOTE:** Competition prepared cars shall only be operated by driver's experienced with the level of preparation and performance of the vehicle entered.

1.4 Groups

Drivers will be assigned to one of several run groups according to experience and their car classification. Each group will have blocks of track time for practice laps

1.5 Multiple Entries

Additional drivers shall be subject to all entry fees, rules and regulations. Each driver shall be assigned their own number, which shall be visible [only] when that specific driver is operating the car on the track. A separate transponder shall be activated for each driver. Experienced driver's who are requested to operate another vehicle on track for the purpose of "displaying" the car shall be a driver of record for the event, complying with all rules/regulations and entry requirements. These drivers shall show evidence of said race driving experience, via current racing license and be approved by track event officials.

1.6 Drivers Meeting

All drivers shall attend a **MANDATORY** drivers meeting prior to participating in the event. This meeting will be held just prior to the on track activities.

1.7 Helmets

All drivers at all times when on the course must wear safety helmets. Helmets must have a 1995 SA, or newer certification. It is recommended that the helmet have driver's name and blood type on rear exterior of helmet. If organ donor, please note same on helmet as well.

1.8 Seatbelts

Seatbelts must be worn at all times while on the track. Please refer to Section 2 of this document for additional information concerning minimum requirements for seatbelts and related safety equipment.

1.9 Clothing & Footwear

Long sleeved clothing (shirt and pants, or one-piece suit that covers between ankles and wrists), made of non-melting cloth (cotton, Nomex, or similar), or race driving suits are required while on the track. All drivers must wear suitable closed footwear, and present these items and helmet at vehicle technical inspection for all drivers of the vehicle. Protective gloves are recommended for all classes and are mandatory in Competition Class.

1.10 Passengers

Passengers are not permitted in entrant's track vehicles at any time while on the course. They will be permitted during the noon time track tour only as time permits. When authorized by the event chairman, or designates, qualified instructors may ride or operate vehicles on the course during practice sessions.

1.11 Disqualification

Any other unsafe driving at or in the vicinity of the event, unsportsmanlike conduct, or causing event delays (including on-track oil cleanup) will be cause for immediate driving privilege revocation.

1.12 Alcohol/Drugs:

Driving under the influence, or the consumption and/or use of alcoholic beverages, narcotics, and/or other dangerous drugs by anyone during the on track portion of the event is prohibited. Violations shall be grounds for disqualification of the driver and/or removal of the offending party from the track.

1.13 Track Area

All participants will keep their cars parked in the paddock area. A car is permitted on the pit lane only while entering and exiting a practice group, when having a "Consultation" with track officials because of a black flag situation, or a driving instructor entering or exiting the vehicle. All vehicle work, including servicing, will be performed in the paddock area only.

1.14 Practice Runs

Each driver will be assigned a practice group for the day. The following regulations apply:
Starting: The lineup for practice runs forms at a designated area, unless otherwise noted. Cars waiting in a practice group shall remain there until called to pit lane. Passing: During practice runs, no passing will be allowed except in designated area(s) and then only under green flag conditions. It is the responsibility of the overtaking car to ensure a safe pass. Drivers who are

being passed by a faster car shall NOT race or interfere with such a car. Driver's observed passing in other than the designated area(s) or unsafe passing will result in immediate revocation of driving privilege.

1.15 Flags

Drivers MUST acknowledge corner worker and official's flag instructions with a wave, nod, etc. Continued failure to comply will result in a black flag and the Driver will report to the Chief Steward. The following flags will normally be used to inform drivers.

Green = Track clear, passing allowed in designated area(s).

Black = Stop at pits. There is a problem with your car if pointed specifically at your car and/or end of session. Do not continue.

Blue/ yellow stripe = You are holding up a faster car, let it pass.

Waving Yellow = Extreme caution, proceed very slowly, no passing. Be prepared to stop. The track may be blocked, or track surface may have object or oil/ antifreeze on it.

Steady Yellow = Caution, proceed slowly, no passing.

Waving Red = Stop, now. Stop smoothly and carefully, pulling to the right side of the roadway.

Steady Red = Remain stopped on the right side of the pavement, on the pavement.

White = Possible Emergency Vehicle on the track. Pass only if motioned to do so.

Checkered = Timed laps completed.

Additional flags or different meanings for flags may be used to meet the requirements of this track event.

1.16 Timed Runs

Track conditions permitting, all drivers will get one warm-up lap, a minimum of two timed laps and one cool-down lap. If at any point, for any reason, one car catches another, the driver of the overtaking car must not interfere with the slower car ahead. Passing is permitted in the passing zone, of a obviously slowing car. A checkered flag will be displayed when all of a car's timed laps are completed. On cool-down laps, drivers must not slow too much. Failure to keep a reasonable speed will interfere with another car's timed run. Drivers should not interrupt timing personnel to inquire about lap times. Times will be posted, for those cars with transponders, when and as available. No driver may take timed runs in a vehicle in which they have not run at least one practice session that day. No driver may take timed runs in a vehicle other than the one for which they registered, except where the original vehicle has been withdrawn. The Track Event Chairman or his designate must approve the change.

Section 2:

VEHICLE REQUIREMENTS FOR TRACK EVENTS

2.1 Vehicle Eligibility

To be eligible to participate, a vehicle shall be: (1) A production Corvair, (2) a Corvair-based vehicle (i.e., Corv-Eight), or (3) a Corvair-powered vehicle (i.e., Volks-Vair). (4) Non-Corvair front-engine vehicles such as Yenko Camaro, Nova, Corvette, Vega, etc, or "Clones" thereof, and/or other vehicles driven by registered event entrants. Category (4) vehicles must meet and follow all of the rules stated here-in. Vehicles will be grouped per performance potential, and may be reassigned to a different group based on track performance or for any safety related reason.

2.2 Competition Prepared cars

Unless otherwise stated, the term "competition prepared cars" refers to any Corvair car classified as CC, SC-1C, SC-2C, SC-3C, or WP-C, in the NECC or Corsa rules. Competition Class V8 or other cars will be classified on a individual basis.

2.3 Seat Belts

All cars must have metal-to-metal buckled seat belts in good condition, with no cuts or abrasions, and with all hardware secure and tight. Old belts will not be approved.

A racing type harness is recommended for all classes. All cars must have a minimum of a 3-point harness with 2 inch webbing (stock shoulder belts are acceptable). Seat belt designs must be safe and must not be the cause of potential additional injury to the driver. For example, shoulder and racing harnesses may not be mounted directly to the floor below the driver's seat with no other secure points of contact.

NOTE: All competition prepared cars must have a minimum of a 5-point harness, with 3 inch seat belt area webbing, no more than 5 years old per SFI tags.

2.4 Roll Bars

Roll bars are recommended for all cars. Any vehicle with an open cockpit, including all Convertibles (even those in stock classes) must have a fully braced four point roll bar installed. The bar must be strong, properly braced, have a diagonal brace and be at least two inches (2") above the top of the driver's helmet. Roll bars are required for all competition prepared cars. The minimum configuration for all open and closed cockpit competition cars is a four point main hoop diagonally braced design. A minimum six point design with main hoop diagonal brace is highly recommended in this category, with door bar/ brace driver protection.

2.5 Fire Extinguishers

A Fire Extinguisher is strongly recommended. If a fire extinguisher is installed, it must be securely mounted and within easy reach of the driver. Fire extinguishers and fire suppression systems must be fully charged and functional. All competition prepared cars must have a fire extinguisher or a driver-actuated fire suppression system.

2.6 Other

All cars must have a functional and complete firewall between the engine and cockpit. A window net is required in all competition prepared / class cars.

2.7 Technical Inspection

A completed Technical Inspection Form, including desired vehicle classification, assigned driver[s] number[s] and transponder number [if installed] must be presented to the technical inspector before a inspection can begin. A Technical Inspection Form for your vehicle will be available at event registration or at: <http://www.yenko40th.com>

Technical inspection of a vehicle is only for the benefit of the event organizers and does not protect the entrant and/or car owner in any way. The event organizers [et-al] shall not incur any liability to any entrant, participant, visitor or organization from the act of inspecting a vehicle. Such inspection does not represent any vehicle as safe or free from defect or unsafe condition. Entrants and/or car owners are responsible for the status, operation and condition of the vehicle. All vehicles shall successfully pass a full technical inspection covering all of the requirements outlined in this document prior to being permitted on the course. If a vehicle fails to pass, the vehicle may be repaired and re-inspected. Unless otherwise stated, all requirements apply to all vehicles in all classes.

The event organizers and their designates, reserve the right to inspect any and all items deemed safety related.

2.8 General Condition of Car

The following items will be checked (not an all-inclusive list):

Car must be in good mechanical condition. All vehicles will be required to have functioning brake lights and at least two rear view mirrors, unless inside mirror is of panoramic design.

One LS outside and one inside = OK

To prevent spilling in right-hand corners Corvairs with stock gas tanks and filler necks must report to the track with the tank no more than 2/3 full. All loose articles in the interior and trunk, including but not limited to cameras, tools, coolers, floor mats, etc., must be removed. Easily removed accessories such as tape players or CB radios must be removed. Spare tire, if properly mounted, may remain in car. Loose items, such as spare tires and jacks, must be removed. Battery must be properly secured with a metal hold down bracket. The battery must have all caps in place. If placed in the cockpit or trunk it must be securely mounted in a covered, acid resistant container.

2.9 Brakes and Controls

The brake pedal of all vehicles must be firm and be able to maintain pressure when held. No visible signs of leakage at master cylinder or wheel cylinders will be allowed. Brakes must operate on all four wheels and must be actuated by a single pedal. The "hard-harder" test is required, and may be performed by the vehicle owner or by technical inspection personnel. Brake lights must work. Throttle linkage and/or cables shall be in a safe operating condition, and return spring tension must be adequate. Additional throttle return springs are recommended.

2.10 Wheels and Tires

Hubcaps, wheel covers, and trim rings must be removed. All lug nuts must be in place, and be a proper match to the rim. Tires must be in good condition with no defects and good tread. Non-racing tires must have a minimum of 1/16" tread. All tires must be free from cuts, bulges, visible threads, etc.

2.11 Suspension

Suspension will be checked for ball joint and bearing wear. The vehicle may be jacked up as necessary for this inspection. All lug nuts/studs must be in place. All vehicles must be free from excessive bounce when rocked. The front and rear suspension shall be free of excessive play in the suspension joints, bushings, linkages, bearings, and steering gear.

2.12 Fuels and Fuel Additives

Fuel shall be gasoline or commercially available gasohol.

2.13 Fluid Leaks

No excessive fluid leaks will be allowed in any participating vehicle. All participants must take steps to ensure the integrity and reliability of their car's oiling and cooling systems.

Section 3:

VEHICLE CLASSIFICATION FOR TRACK EVENT Provided for grouping purposes only

3.1 Vehicle Classification Responsibilities

Each participant will initially classify his or her own car. The NECC and/ or CORSA rules will govern classification of Corvair cars [only] for grouping purposes. Vehicle classification must be noted on the Technical Inspection form.

3.2 Street Stock Class

This class is designed for stock, unmodified cars and for cars that have been updated for minor increased performance, reliability and comfort. Street Stock cars must adhere to the specification given in this section. The following subclasses will be used:

Class SS-1: 1960-1964 Low Performance (80-110 hp)

Class SS-2: 1962-1964 High Performance (150 hp Turbo)

Class SS-3: 1965-1969 Low Performance (95-110 hp)

Class SS-4: 1965-1969 High Performance (140-180 hp)

No unauthorized modifications are permitted in order to accommodate authorized modifications (e.g., non-stock hood scoops or holes necessary for carburetor clearance). Cars in Street Stock class must run as delivered from the factory except as follows:

- Dual mufflers are allowed on any vehicle. Any replacement muffler(s) (no updating of stock type) may be used. Stock manifolds are required.
- Any DOT tire with an aspect ratio of 70 and above, with a wear rating of 180 and above, and with an unloaded diameter of at least 23" may be used. Tires must fit inside the wheel well without body modification.
- Chassis changes to improve safety and handling may be made provided these changes do not exceed factory optional equipment specifications, dimensions and attachment points. The only exceptions are for front anti-sway bars (which must be Corvair production units). Camber compensators are permitted on swing axle vehicles.
- Any replacement shock absorber of stock or factory optional type may be fitted provided that it attaches to the standard mounting points without alteration. Adjustable gas shocks and heavy-duty standard shocks are permitted.
- Updating and backdating of bolt-on non-drive train Corvair production components without modification is permitted. This allows, for example, entire late front suspensions to be used in early Corvairs.
- Yenko Stingers or Fitch Sprints must meet stock Corvair mechanical specifications to compete in Street Stock class.
- Late model Fitch Sprint or Yenko Stinger style window moldings are permitted.
- Yenko rear deck lids or similar integral spoilers of no more than 5-inch height are permitted on all cars.
- Front chin spoilers of no more than 4" height are permitted.

- Any front seats from any production vehicle may be used.
- Any legitimate safety improvement may be made. For example, a roll bar may be substituted for a rear seat in all cars.
- All cars are allowed to modify the carburetor venting for cornering only, and baffle the oil pan and/or pushrod tubes in an inconspicuous manner.
- Carburetor jet size and location is unrestricted
- Any air cleaner, drawing air from within the engine compartment, is permitted.
- Insignificant reliability enhancing changes that do not noticeably change the appearance or function of the vehicle are allowed. Examples are but not limited to: slightly smaller steering wheels (within 2 in. of stock diameter), dress-up valve covers and oil pans, electric fuel pumps, alternators, lower shroud removal, billet aluminum pulleys, braided fuel lines, etc.
- Solid-state points replacements are permitted (i.e. Igniter). Ignition system is limited to a single coil.
- Any stock dimension (5.5" x 13") wheel may be used. Backspacing may decrease by up to one inch (moving the wheel further outward).
- Electronic knock control and water injection systems are allowed in all cars.
- Lowering compression to use lower octane gas is allowed. Intentionally raising compression is NOT allowed (i.e. head or piston work), but incidental compression changes due to mild cylinder overbore are permitted.
- Overbore of stock cylinders is permitted.
- Any brake lining in conjunction with any drums may be used. Non-power dual master cylinders, brake hoses, and proportioning valves are permitted. Disc brake conversions are not permitted.

3.3 Improved Stock Class

This class is designed for cars that have been updated for increased performance while retaining a street legal status. Improved Stock cars must adhere to the specification given in this section.

The following classes will be used:

Class IS-1: 1960-1964 Low Performance (80-110 hp, maximum two venturi)

Class IS-2: 1960-1964 High Performance (140-180 hp)

Class IS-3: 1965-1969 Low Performance (80-110 hp, maximum two venturi)

Class IS-4: 1965-1969 High Performance (140-180 hp)

All modifications permitted in Street Stock are permitted in Improved Stock without a point penalty. Additionally, the following modifications may be made without point penalty:

- Air cleaner(s) are unrestricted, and may use cold-air intakes.
- Complete engines, transmissions, and differentials may be updated and backdated using stock parts. The car must run in the class in which the engine type belongs.
- Any cooling system, fan and pulleys may be used.
- Chassis changes may be made as in stock, but do not have to comply with factory specifications. Changes may include springs, shocks, steering and brakes. Stock rubber suspension bushings may be replaced with non-metallic suspension bushings, but spherical or solid metal bushings are not allowed. Note: Transmission and engine mounts are NOT considered part of the suspension, and must remain stock.

- Hubs may be re-drilled to accommodate non-stock wheels.
- Stock springs may be cut and lowering is allowed, but car must be street legal. No items except sway bars below wheel rim.
- Wheel wells may be modified internally but not externally, no fender flares allowed.
- Interior changes: Front seats may be replaced by other seats that are fully upholstered (including aftermarket racing seats).
- A Crown lowering bracket (including relocation modification) is permitted.
- Quick steering arms and/or quick steering box are permitted.
- 4x1 carburetor conversions are permitted. This will bump the engine into the 140-180 class.
- Carburetor rotation is permitted.
- Any type of shock absorber is permitted (but not coil-over type).
- Any chassis-mounted brake components are permitted, including vacuum-assist power brakes. Any lining is permitted on shoes and pads.

The following modifications are allowed in Improved Stock. Each modification carries a point penalty. You may not exceed 125 points if you wish to compete in Improved Stock. Remember, you may choose any of the listed modifications but do not exceed a total of 125 points. Point deductions must be itemized on the technical inspection form:

IMPROVED STOCK PENALTY POINTS TABLE

Item/Description	Points
Wheels, any diameter, up to 7" width	25
Wheels, any diameter, greater than 7" width	35
Tires, 60-69.9 series	20
Tires, 59.9 series or shorter	30
Tires, R designation	30
Non-stock anti-sway bar, front	10
Anti-sway bar, rear	10
Relocated suspension	5
Alternate, non-metallic bushings in rear trailing arms, or A-arms	15
Rear seat removal	5
Roll bar -4 point or less	-10
Roll Cage- 6 points or more	-15
Steering wheel smaller than 14"	5
Disc brake conversion, first axle	25
Disc brake conversion, additional axle	15
Battery relocation	5
Convertibles	-5
Air conditioned vehicles	-5
Non-stock carburetion on normally aspirated engines. Changes limited to bolt-on only. The addition of twin TBI units or runners for a centrally mounted unit is permitted.	
No welding or machining of heads is permitted	30
Waste gate (turbos)	10
Non-stock turbo(s), including mechanical supercharger(s)	30
Non-stock carburetor (must be upstream of turbo)	10
Other than stock or 95 hp heads	25

Non-stock exhaust logs	5
Headers (no welding or machining of heads permitted)	25
Raising compression (other than by cylinder bore changes or head swap)	20
Non stock camshaft	20
Non-stock type cylinders	10
Capacitive discharge ignition	5
Multiple ignition coils	5
Dwell control (Ignitor II)	5
Distributor less Ignition System	15
(complete, no other deductions for ignition can be given)	

3.4 Street Modified Class (SM)

This class is intended for weekend racers, and streetcars with all-out performance improvements. Cars must be street legal. NECC reserves the right to judge this. There will be only one Street Modified Class that will include all 1960 - 1969 Corvair cars.

All modifications are permitted provided the car remains street legal.

All cars must retain a glass windshield, and a minimum of 1/8" side and rear windows (of any transparent material).

- Retain all stock lighting, or a functional equivalent (i.e. Solar Cavalier).
- Not use metal (spherical) bushings anywhere but in the rear strut rods, front and rear anti-sway bars, and coil-over shocks. Coil-over shocks are otherwise permitted.
- Retain a functional, somewhat finished interior.
- Retain all original metal, except for deck and trunk lids.
- Be currently registered for street use, be street legal in the configuration run (including exhaust), and have a valid inspection sticker.

3.5 Competition Class (CC)

This class is designed for race prepared cars. There will be only one class that will include all 1960 - 1969 Corvair cars. All Competition Class cars must meet the following minimum requirements:

- Must retain a Corvair engine in the stock location. Modifications to this engine are unlimited, but the two case halves, the crankshaft and the heads must be original GM castings.
- Must have a minimum dry weight of 1850 lbs.
- Must have a front windshield
- Must use wheels of a maximum 12" width.

3.6 Specialty Classes

This class is designed for alternate body styles and/or Corvair engines. Vehicles in SC shall conform to safety requirements based on the vehicles' intended function. The organizers retain the option to further divide this class into two or more of the following: A suffix (S for street and C for competition) will be appended to the classification, but this does not represent an additional grouping/subclass. Cars in SC-1S, SC-2S, and SC-3S (street) must be street legal, registered, and inspected. SC-1C, SC-2C, and SC-3C (competition) are for competition prepared cars that are required to have additional safety equipment.

Class SC-1: Corvair body with an alternate engine.

The only non-safety restriction is that the car must physically resemble a Corvair from the outside.

Class SC-2: Corvair power with an alternate body.

The car's engine must use original GM castings for its crankcase, the crankshaft, and cylinder heads. Mix and match permitted.

Class SC-3: Extreme Engineering, Corvair power and appearance.

For example, shortened Corvairs, mid-engined Corvairs (with Corvair engines), etc.

3.7 Water Pumper Class (WP)

The WP is for all water cooled, or other than Corvair, vehicles.

This class, and any sub class, shall be where any Yenke cars, other than Corvair based, are placed for the purpose of on track activities. Based on performance potential, these cars may be grouped in any track grouping of similar performance cars. Class WP vehicles will be subject to all of the same fees, rules and regulations as all other entries. For safety requirement distinction, The Water Pumper (WP) class may be divided into two groupings, based on the vehicles intended function. Cars in WP-S (street) must be street legal, registered, and inspected. WP-C (competition) is for competition prepared cars that are required to have additional safety equipment as specified in Corvair competition class rules.