



Alaska Raceway Park Track Rules and Regulations

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WELCOME STATEMENT

Welcome to Alaska Raceway Park! We appreciate you and your family taking the time to be here whether you are a racer, employee, fan, or sponsor. We want you to have a fun, safe, enjoyable time while you are here. The following are some rules to govern your stay to maximize enjoyment for all our guests, as well as the rules to govern the different classes that race at both our tracks. Thank you!

1 GENERAL PARK RULES

1.1 Grounds/Security

Any vehicles left on the grounds of Alaska Raceway Park will be at the owner's risk. The property is fenced and locked, but we do **NOT** always have security people at the track and will not be held responsible for any theft or damage to property left at Alaska Raceway Park.

1.2 Photos/Video

By participating in events at Alaska Raceway Park, you release your rights to be photographed and videotaped. Those media may be used to promote Alaska Raceway Park's future events.

1.3 Radio/Speakers

Alaska Raceway Park broadcasts over FM station 95.1. If you are not parked next to a speaker, it is your responsibility to secure a radio so you can hear announcements.

1.4 Garbage

On multi-day events, feel free to ask for garbage bags for your trash. You can dispose of it in the dumpsters or securely tie it and place it next to a trash barrel, and track officials will pick it up for you. Please remember we can't dump the trash if you have it blocked in with your vehicles.

1.5 Waste Oil

Containers are provided by the shop and the tire connex for disposal of waste oil. Please notify ARP officials if any spillage has occurred so it can be cleaned immediately.

1.6 Fires

Please keep your campfire confined to a two-foot by three-foot (2' x 3') space, and please have water or an extinguisher handy in the event of an emergency. Weather permitting (not dry and/or windy) and with the advice of the Butte fire station, fires will be permitted. Fire pits are available for use, please do not use rock fire rings.

1.7 Fireworks

Fireworks are **NEVER** allowed.



1.8 Noise

No race engines can fire up after 10pm or before 9am in the morning. NO OPEN HEADERS after 10:00 pm as well. Please help keep the noise down in consideration of our neighbors. All outside radios must be turned off at midnight. Generators need to be off from midnight to 7am.

1.9 Dogs/Pets

Participants, pit crews, and spectators are strongly discouraged from bringing pets to ARP. If a pet is brought onto the racetrack premises, the following apply:

1.10 Pit Access

Pets are not allowed in the pits unless restrained in personal vehicles only.

1.11 Leashes

If a pet is removed from a vehicle, it must be accompanied and leashed always.

1.12 Cleanup

Fecal matter is the responsibility of the pet owner and must be removed.

1.13 Children

In the interest of safety, children are not allowed to ride their bikes, roller blades, skates or skateboards, or scooters in the pits during an event. Parents are encouraged to keep a safe eye on their children.

No unlicensed drivers are allowed to drive ATV/UTVs. No riding on the racetracks at any time.

1.14 Alcohol

All alcohol must be consumed in designated areas (the lounge & beer deck, the oval spectator area, the wet sections of the stands). NO alcohol will be allowed in the pits or restricted areas during an event.

No Alcohol may be consumed by any racer or crewmember until the final race event has been completed. All offenders risk loss of racing and/or admission privileges for the season.

1.15 Illegal Drugs

Defined as any substance defined and prohibited by state and/or federal laws. Possession, use, sale or intent to distribute any illegal drug substances, as defined above, is prohibited in any form, by any participant (driver, crewmember, spectator, etc.) at any race event, either on the drag race grounds or in any area considered to be used in the operation of Alaska Raceway Park. Any person found to be in the possession, under the influence of an illegal drug, or attempting to sell or distribute any type of illegal drug shall be immediately suspended from any further events conducted at Alaska Raceway Park for the entire season, and will be subject to local, state and federal penalties. All ARP officials have been directed to immediately contact track management and local law enforcement should they find anyone in violation of this drug policy. Should you



witness the use of illegal substances, please contact an ARP official. Your information will be held in confidence.

1.16 Credentials

1.17 Wristbands

Wristbands are to be worn always while on Alaska Raceway Park property. Anyone at any time while on Alaska Raceway Park property not wearing a valid wristband or seasons pass will be asked to leave. Wristbands are to be worn by everyone: Drivers, Crew, Volunteers, Media, and Spectators.

1.17.1 Alterations

Wristbands that have been cut or altered will be considered null and void.

1.17.2 Placement

Wristbands are to be worn on wrist only. They are **NOT TO BE WORN** on hat, belt, belt loop, jacket, or anything else. This is necessary so track officials can quickly locate credentials on your person.

1.17.3 Sneak-ins

Sneak-ins or stowaways will **NOT BE TOLERATED**. Teams found to have a member without a valid wristband or individuals with them that did not pay as crew or spectators will **LOSE ALL POINTS** accumulated up to that point in the season. They will forfeit their race entry and will be disqualified from the event.

1.18 Parking Passes

Parking passes must be posted in the front windshield or dash. Vehicles that are required to have a pass but do not will be considered sneak-ins and will be handled as such.

1.19 Early Pit Access

Early pit access is a privilege which will only be available to racers who have paid their entry fee for the event, crew who are wearing their weekend wrist bands and season ticket holders with season parking pass. Spectators who have a season pass or weekend band are also eligible for early entry.

The spectator parking lot will be available for overnight parking to anyone not possessing these credentials.

Pit gates will be locked until the scheduled opening on the day of an event. If early access is requested, you will need to contact track management at 355-7223.

This policy is necessary to assure everyone purchases credentials, signs, and fills out any necessary forms to satisfy any guidelines regarding liabilities towards the track.

The pit gate entrance is locked at 10 p.m.; only persons and vehicles with appropriate credentials will be readmitted by security.



1.20 Pits Closure

Pits close at midnight during scheduled race events, unless otherwise posted. Anyone wanting to overnight in pits or parking area is responsible for cleaning up after themselves. Children must be supervised always. Any damage of ARP property will be the responsibility of the offending parties. Repeated offenses could cause the loss of overnight stays.

1.21 Use of ATV, Scooters, etc.

Use of ATVs or scooters in the pits is prohibited, unless they are registered with the track for track use, tow back, or handicapped driver.

Only registered tow vehicles, ATVs and scooters will be allowed access on Alaska Raceway Park property. Operators of any registered vehicle must also be a listed person on registration card on file with Alaska Raceway Park.

If any irresponsible use or a non-registered operator on any ATV/scooter/etc. will have privileges revoked for the remainder of the season and possible loss of class points.

Tow vehicles must have competition number, class, and Alaska Raceway Park registration sticker on it.

The registered owner of tow vehicle is responsible for tow vehicle always while at Alaska Raceway Park and accepts any disciplinary actions taken by track officials for rule infractions with tow vehicle.

No unlicensed drivers are allowed to drive ATV/UTVs. No riding on the racetracks at any time.

1.22 Registering Tow Vehicles, ATVs, Etc.

Registration stickers are to be requested when purchasing tech slips/entry for an event. You will be given a registration form, which is to be filled out and returned to the pit ticket booth. After registration is filled out and returned to ARP staff, a registration sticker will be issued.

Registration stickers for full size vehicles should be put on driver's side windshield. ATV and scooter registration stickers should be placed near competition number and in plain sight.

Alaska Raceway Park is under no obligation to grant use of an ATV or scooter if it is determined there is not a necessary or practical use for one. Registered operators should be limited to owner and crew.

*Any questions can be directed to the track manager at 355-7223.

1.23 Pit Parking

Pit Parking is reserved for race vehicles and their tow vehicles. All other vehicles will be required to pay an additional fee for entry to the pits. Reduced-rate passes can be purchased for multi-day events. Season pit parking passes are available at the pit ticket booth.



1.24 Reserved Pit Parking

Paved pit spots are reserved for the season. ARP management must have verbal or written release from reserved spot renter for someone else to use that spot. We will request that you move or be towed from the spot if necessary. The area reserved for snowmachines and bikes is located at the end of the staging lanes by the shop annex. Please do not park additional vehicles on that area.

ARP reserves the right to revoke rental of a parking spot for inactivity.

1.25 Minors

Any person under eighteen (18) years of age **must** have a Minor's Release form signed by parents or legal guardians before they will be allowed to participate in any racing event, regardless of class. If a minor's release form is signed at the beginning of the season by both parents or legal guardians, it will be kept on file and a new one will not have to be filled out at each event.

1.25.1 Minors in Restricted Areas

The following areas are off limits to racers, crew, and spectators:

- The Spectator and Pit Entrance Booths
- The Base of the Tower
- The Top of the Tower
- The Shop
- All ARP vehicles or track maintenance equipment
- Storage areas and back rooms of the lounge and snack bar

1.26 Injuries

Anyone injured during the racing program or on the premises of ARP must notify the track office and provide all required information prior to leaving the premises on that date to be eligible for any insurance benefits. If the nature of the injury prohibits the injured person from speaking for him/herself, a spokesperson must provide the required information prior to leaving the premises on that date.

1.27 Code of Conduct

There shall be no verbal abuse, cursing, or mistreating another person. Courteous conduct is expected from all participants at all time. Each one has an image to uphold for the fans, the sponsors, and the name of ARP. Profanity and/or other unprofessional actions will not be tolerated in front of race fans, officials, or management. At any time that one's dress, actions, or conduct are not in the best interest of ARP, that person may be asked to leave the grounds with a suspension and/or fine.

1.28 Driver Responsibility

Drivers are fully responsible for the actions of their crew. Anyone, driver, crew member, family member, or participant of a race team found to be acting in an unsportsmanlike manner, using improper language or conduct detrimental to racing -- including harassing, disturbing,



becoming a nuisance to any track official or spectator, or refusing a request from a track official -- shall be immediately disqualified, with no refund for entry or admission for the remainder of the day including any test & tune passes.

A second offense shall be penalized by a 30-day suspension from ARP. The third offense will result in suspension for the current season. ARP reserves the right to call in law enforcement if necessary.

1.29 Racer/Crew Rain Out Policy

If weather problems prevent the completion of a racing event

- No Cash Refunds
- If the cancellation is prior to test & tune/qualifications, full credit will be given towards any other event during the current racing season.
- If the cancellation is after test & tune but prior to eliminations, half credit will be given towards any other event during the current racing season.
- If the cancellation is during eliminations prior to finals, points will be awarded through the last round completed.
- Crew and spectators, please save your wristband and present at the gate for the next event; it is your rain check. Tech slips for cancelled events will be held at the Pit Entrance Booth for the next event for driver's entrance.



2 Racing Rules

2.1 Disclaimer:

- 2.1.1 The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the conduct of all events, and, by participating in the events, all participants are deemed to have complied with these rules.**
- 2.1.2 No express or implied warranty of safety shall result from publications 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.**
- 2.1.3 Only the track manager shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions. No express or implied warranty of safety shall result from such alterations of specifications. Any interpretation or deviation of these rules is left to the discretion of ARP officials.**
- 2.1.4 The Alaska Raceway Park official decision is final.**

2.2 Purpose

Alaska Raceway Park (hereafter “ARP”) is in the entertainment business. Drivers, Owners, Crew, and ARP Staff cooperate to provide an exciting level of entertainment. All rules, race scheduling, and structure will be designed and implemented to support a balance between competition and entertainment value. Accordingly, drivers and crew are expected to conduct themselves as professionals always.

These rule and regulations are designed to govern driver and crew member conduct during ARP racing events. When participating in these events, all ARP drivers are required to comply with these rules. While ARP makes no claim of guaranteed safety, these rules are enforced as a guide for the conduct of the sport.

The rules are in place to

- a. ensure a level playing field among the drivers.
- b. protect competitors, officials, and spectators; and

provide a professional environment for the participation in and enjoyment of motorsports

ARP may elect to change any rule at any time to improve safety, reduce the cost of racing, or maintain equal competition.



3 Drag Strip Rules

3.1 Application of Rules

All rules described in the Alaska Raceway Park Rules (section one of this rule book) shall apply at all times

3.2 Event Timing

3.2.1 Pit Gates

Open at 9:00 am for day races; 2:00 pm for night races; 4:00 pm for test and tune events.

3.2.2 Tech Inspection

Day races 9:00 am-1:00 pm

Night races 2:00-6:00 pm

Test and tune 5:00-8:00 pm

3.2.3 Time Trials

Lanes open 11:00 am to 1:30 pm for days and 4:00 pm to 5:30 pm for nights

3.2.4 Eliminations

Begin at 2:00 pm for days and 6:00 pm for nights

3.2.5 Spectator Gate

Open 10:00 am for day races, 3:00 pm for night races.

Use pit gate at 4:00 pm for test and tune races.

3.3 Race Procedure

3.3.1 Entrance Booths

You must pay your entry fee to receive your technical inspection sheet (Tech Slip). Entry fees paid allow entry for **one** race vehicle and if applicable **one** tow vehicle (the vehicle that tows the race vehicle to the track).

3.3.2 Tech Slips

Drivers will not be able to compete unless their tech slip is completely filled out. Make sure to have the correct mailing and contact information, as well as the information about your vehicle and sponsor info. Sponsor information can be provided on the back of your tech slip. Please also remember that sponsor info is limited to three lines of 80 characters each; so try to list your major sponsors only. Please include your email address.

3.3.3 Tech Inspection

All vehicles registered to run either Test & Tune or competition **MUST** be inspected by the ARP tech inspector. No race vehicle will be allowed in the staging lanes or the drag strip until tech has been satisfied. Before entering the tech station, please be certain that your tech sheet has been completely filled out, driver safety gear is in vehicle, and vehicle is race ready.



3.3.4 Staging Lanes

During time trials, please use lanes 1 and 2 for slower cars and reserve lanes 3 and 4 for quicker cars (10.00 or quicker). The lane boss will do everything possible to allow everyone equal time to run through. During eliminations, lanes 5 and 6 will be kept open for Test and Tune and Top Eliminator. Junior Dragsters will use the edge of lane one to line up in, and lanes 1 through 4 will be used for bracket classes. During eliminations, please keep in mind:

- Pro lanes one (1) and two (2); tow vehicles go down return road
- Super Pro lanes three (3) and four (4); tow vehicles go down the return road.
- Sportsman lanes one (1) and two (2)
- Trophy lanes three (3) and four (4)
- Motorcycle (Bikes & Sleds) lane two (2)
- Lanes five (5) and six (6) will always be reserved for Test and Tune and Top Eliminator.
- Jr. Dragsters have their own "lane". Please try to line up single file and as close to the fence as possible.

3.3.5 Water Box

Your vehicle will be guided into the water box by an ARP official or one of your crewmembers. **Burnouts** will be started when signaled to do so by the official ARP starter.

3.3.6 Burnouts

Vehicles running 9.99 or quicker are the only ones allowed to burn out across the start line. All other entries will be disqualified for burning out across the line. One crewmember is permitted in front of the vehicle for backing purposes for entries running 9.99 or quicker. All rolling burnouts must be started before the starting line. **Absolutely no holding a vehicle during a burnout.**

3.3.7 Starting

The lights on the tree come down on either a .4 tenths Pro-Tree or a .5 tenths Full Tree, depending on class.

3.4 Tow Vehicles

Only vehicles running 9.99 or quicker can use a tow vehicle. Tow vehicles must have registration sticker and competition number clearly posted. Tow vehicles without these are not allowed on Alaska Raceway Park property.

Tow vehicles must immediately follow the race vehicle down the track for TE and exhibition vehicles only. The return road is to be used to retrieve the race vehicle if your tow vehicle is an ATV or scooter.

During tow back, tow vehicles will observe all return road and pit speed limits and safety rules.



3.5 Restricted Areas

Any person under eighteen (18) years of age must have a Minor's release form signed by parent or legal guardian before they will be allowed in a restricted area. These forms are available at the Pit Entrance and the Tech Station. Restricted areas include

- Staging Lanes
- Water Box
- Drag Strip
- Shutdown Area
- Return Road

3.6 Lane Safety

Should your car get "loose" or "out of control", get off the throttle and drive through. Crossing lane boundaries, show-boating, or driving in a manner deemed risky to other drivers, track crew, or spectators will not be tolerated. Any driver deemed unsafe will be given one verbal/written warning. If unsafe driving continues, their racing rights will be suspended.

3.7 Motorcycle Wheelies/Stunts/Tricks

Wheelies on the track are permitted during test and tune single passes if officials have been notified. Excessive wheelies during a race or on any other area besides the quarter-mile race surface are not allowed and will be subject to disciplinary action. The first offense is subject to a warning; the second offense will be immediate removal from the ARP grounds and possible suspension for the season.

3.8 Jacks and Jack Stands

No work will be done on any vehicle while the vehicle is being supported by only one jack. Additional safety devices such as jack stands are required to provide protection in the event of a jack failure.

3.9 Competition

3.9.1 Driver's Meetings

Driver's meetings are held at the base of the tower before eliminations. Attendance is mandatory.

3.9.2 Qualifications and Pairings

Pairings in all classes will be based on best reaction time during qualification. Lane choice will go to the lowest qualified vehicle for the remainder of eliminations. Ladders will be printed & posted at the base of the tower. Find your opponent and pull into the lanes together in the lane you'll be running in (IE: lane 1 is left lane, lane 2 is right lane).

3.9.3 Breakage

If you break after qualifying but before eliminations, you have two options.

1. Stay on the ladder but no show for the first round – you'll end up with 30 points for loosing that round.



2. Ask the tower to pull your slip and remove you from the ladder. You'll get a raincheck for the next race but no first round points. Super Pro & Pro must inform the tower no later than the drivers meeting to qualify for this option. **If you do not notify the tower, you will not be removed from the ladder.**

3.9.4 Chip Pairings

Pairings will be determined in the lanes. There are no back-outs: you must race who you draw or lose the round. Chips will be used to determine who has lane choice and who your opponent is. EX: Super Pro has lanes 1 and 2. Two chips go in the head of staging's pouch. The first chip pulled (either 1 or 2) will have lane choice. The chips go back in the pouch. The next chip pulled is the opponent. Chips will be used for all unqualified classes.

3.9.5 Bye Runs for Chip Pairings

First-round bye runs will be selected at random. After that, they will be awarded to the competitor closest to dial. On a solo pass, a driver who has the "bye" needs only to break the beams to receive the win. A bye is considered used if that driver was not paired in the staging lanes or paired due to breakage of another competitor. A driver who has the bye, races, and wins carries the bye to the next round. A driver may only have one bye per competition, unless all three in the semis have had a bye already; then the three will draw straws for the final bye.

3.9.6 Changing Vehicles or Classes

A driver may qualify a car and then withdraw from competition, and another driver may enter that car providing tech has not closed and the second driver qualifies the car in the next qualifying session, if one remains. The qualifying points go to the second driver if he qualifies the car. Contestants may not set records or qualify with one vehicle then compete in eliminations with another vehicle. If you need to change classes, contact the tech inspector and get a change form from the pit gate.

3.9.7 Dial-in

Dial-ins may be changed after every round during eliminations. Dial-ins may not be changed in the event of a re-run. Please make your dial-in large and legible. The tower will input the dial-in as they see it. Dial-ins will be displayed on the boards in the starting line.

If you stage your vehicle, you've accepted the tower's interpretation of your dial-in. It is your responsibility to make sure your dial-in is legible.

3.9.8 Pre-Staging

Once you've started your burnout, there is 1 minute to pre-stage. 9.99 or quicker vehicles have 2 minutes to pre-stage. Pre-staging involves moving your car forward to the starting line until the top light on the tree in your lane has been lit.

Courtesy Staging involves waiting until your opponent has pre-staged to inch forward and completely stage your vehicle. Racers who do not use courtesy-staging techniques shall be subject to disqualification in the Sportsman classes (SP, P, S).



3.9.9 Staging

ARP uses the Portatree timing system with Auto Start.

- When the first racer completely stages, the computer will start a 20-second timer. The other racer has 20 seconds to completely stage his/her car. If the 2nd car is not completely staged in 20 seconds, the red light will come on in that lane and the tree will countdown to start the first racer.
- After both cars have completely staged, the tree will countdown after a selected random delay. Depending on the class, that delay will be between 1-1.5 seconds, 2-2.5 seconds, or 3-3.5 seconds.
- The pre-stage bulbs have no effect on the Auto Start.
- Deep staging is illegal in competition. Both the pre-stage and the stage lights must be lit when the tree countdown begins or a DS Foul will be committed and the red light will come on in that lane.
- *Note – DS Fouls do not occur in the Junior Dragster class.
- Backing out from being completely staged will result in your run being terminated.
- No crew person may be in front of the front wheel of the car during the staging process.

3.9.10 Dual Infractions/Breakage

In the event of dual infractions on a competitive run, the car making the worst infraction will be disqualified. If infractions are of equal rank, the first infraction shall be disqualified.

3.9.11 Breakouts

On any run of a handicap eliminator, if both cars breakout, the car breaking out the least will be declared the winner. If both cars breakout the same amount, the “first-to-finish” shall be declared the winner.

3.9.12 Black Flag Rule

Any points racer that makes a run causing an “interruption” during qualifying or eliminations will be penalized.

“Interruption” is defined as a cleanup “anywhere on the track” requiring the use of cleaning agents, oil absorbent, or mechanical support (i.e. sweeper), etc. to assist in the cleaning process.

3.9.13 PENALTY

Each “Interruption” will result in the loss of 15 points. There will be no monetary penalty or loss of run.

NOTE: Wiping up drops of liquid or removal of objects like blower belts or miscellaneous parts does not constitute an “Interruption.” This penalty applies only to “interruptions” caused from engine contents (liquid, metal, etc.) and related systems. It does not apply to fuel, fire extinguishing systems, drive line parts, wheels, tires, brake systems, etc. An oil cleanup resulting



from a crash will not result in a penalty unless the accident was a result of depositing oil on the track.

Penalties will not be assessed during test and tune.

3.10 Electronics

Delay boxes may be used, depending on class specs. No working throttle stops or any device that regulates speed will be allowed.

3.11 Brake Racing

Brake racing is not allowed. Brake racing is defined as braking excessively that results in tire smoke.

3.12 Shut Down

When you've passed through the ET and MPH lights, begin your normal shutdown procedures. Please do not attempt to put the transmission into neutral. For safety reasons, an ARP official will be at the turnout area to direct racing traffic. Please pay close attention to their signals.

You **MUST** continue to wear all safety equipment until you have completely stopped in the turnout area. The ARP official will assist you with your gear and parachutes only at your request. If there is congestion at the first top end turnout, the top end official may wave you to the second exit. Be prepared to follow their direction.

3.13 Tow Vehicles

Only vehicles running 9.99 seconds or quicker can use a tow vehicle. All other classes must return to their pit area under their own power. Full-size tow vehicles permitted only for Top Eliminator entries; all other classes must use ATV-type tow rigs.

Tow vehicles must have the competition number on the vehicle and may wish to have the racers dial-in displayed for better legibility. Passengers must be completely inside the vehicle. Tow vehicles must immediately follow the race vehicle. ATV tow vehicles must use the return road to retrieve their race vehicle and should observe all return road speed limits and safety rules.

3.14 Return Road

The speed limits on the return road are 30 mph until the first spectator seating area, 15 mph until the ET Booth, and 5 mph in the pits. If you experience technical problems, pull off the return road onto the grass and request assistance from an ARP official. Should you experience any problems from spectators or witness any spectator causing problems along the return road, please bring it to the attention of any ARP official. No vehicles may use the racetrack for return purposes without the race director's approval.

3.15 Time Between Rounds

The time allotted for each class between rounds of eliminations will be decided by the race director and may vary per conditions. Normal time for Top Eliminator will be 90 minutes. Super Pro and Pro will be approximately 20 minutes. Expect shorter times in the final rounds.



3.16 Record-Setting Procedures

Any records set must be backed up either the same day or, in the event of a multi-day event, during that same event. The backup run must be within 1% of the sub-record time.

3.17 Points

3.17.1 Registration

To be included in the Alaska Raceway Park Points calculations, a racer will have to register and pay the \$20 (online) or \$30 (in person) registration fee prior to their first points race. A participant can register any time during the season; however, retroactive points will NOT be awarded for any races already completed.

- To compete in NHRA Division 6 Finals, a racer must be an NHRA member, be registered with the track and have competed in 3 or more races.
- To compete in the NHRA Division 6 Race of Champions, a racer must be an NHRA member, be registered with the track, and be in the top 6 in points for their class.
- Alaska Raceway Park points are calculated as follows:
 - Competition points will be totaled from your best finishes.
 - Qualifying points will be awarded to the top five qualifiers, starting with 5 for top qualifier counting down to 1 for 5th qualifier.
 - Points will be deducted per the Black Flag Rule
 - End of the season awards are to the top five (5) finishers in each points class
 - With the exception of Top Eliminator, up to two (2) points days can be transferred from one class to another. IE: your car breaks and you race a different vehicle in a different class for a day. Championship points will be totaled in the class a racer accumulates the most points in during the season.

COMPETITION POINTS						
Actual Field Size	1st Round	2nd Round	3rd Round	4th Round	Runner Up	Winner
4	30				52	75
5 to 8	30	40			62	85
9 to 16	30	40	50		62	85
17 to 32	30	40	50	60	72	95

Ties for any place will be broken as follows:

- Most event win points



- Most event runner up points
- Most rounds won
- Most races attended
- Head to head competition
- Furthest in competition at a single event

If it is still a tie, money and awards will be split equally.

NHRA JR. Street will be awarded competition points only.

3.18 Racer Vehicle Breakage

3.18.1 Competitors

Should your vehicle become unable to make a test and tune pass after passing tech inspection or be unable to pass tech inspection, full credit will be applied to the next event in the ***current season***. **Should you break after making a test and tune pass but prior to qualifications/eliminations, half credit will be applied to your next event.**

3.18.2 Test and Tune

If you are unable to pass tech inspection or make your first pass, full credit will be applied to the next event in the current season. **You must inform the tower that you are unable to continue, so they can pull your tech slip and return it to the pit gate where it will be held until you can race again.**

3.19 Payouts

No payouts will be awarded without a current W9 on file. Your winnings will be reported to the IRS, and you will receive a 1099 if you accumulate more than \$600 during the race season. Please notify ARP of any address changes.

3.19.1 Payout and Trophy Presentation

Will be held in the lounge after the final round of eliminations is run for that day. If you cannot attend, please notify ARP officials and we will make arrangements to get your awards to you.

3.20 General Info for All Classes

- Stutter boxes and timed down track throttle stops are prohibited.
- All vehicles running 9.99 or quicker must have chassis certification.
- Lower engine containment devices are mandatory for all 9.99 and quicker entries.
- Seat belt certification may be extended up to 2 years by tech inspector approval in 10 second and slower cars.
- Helmets are required on all entries. 13.99 or quicker must meet NHRA safety requirements for the speed they run.
- Stickers for sponsored classes will be provided by the track. They are to be located on the right and left rear sides of entries to be eligible for points and/or payouts.



3.21 NHRA Rulebook

Alaska Raceway Park follows the rules and guidelines set forth by the current NHRA rulebook.

Our classes do not always coincide with NHRA classes, so please refer to the Summit Racing Series E.T. Handicap Rules (Section 4) and the General Regulations.

3.22 Top Eliminator

3.22.1 Entry fee

Free for Driver and three crew members. If the driver does not make any runs the fee will be \$100.

3.22.2 Indexes

All Top Eliminator cars will start at a 7.00 index. Once a driver drops below that twice in an event their individual index will be reset to .10 from their fastest run. That index will apply at the next event, not the current race day.

A driver can apply to have their index reset at the beginning of the following race season provided there have been significant changes to their engine combo.

3.22.3 Tow Vehicles:

Will exit through the gate in the staging lanes and use the return road to get to Top End, yielding to race cars returning to the pits.

3.22.4 Race Procedure

All drivers are eligible to run all three rounds. The driver with the most round wins at the end of the day is the daily winner.

Drivers are required to have their vehicles teched by 11 am on race day.

Pairings will be created and at the base of the tower by Noon on race day and will be adjust after 1st round according to availability for the following rounds. Vehicles will be paired first by type: IE: dragsters vs dragsters, door vs door, etc. and then by index.

Lane choice will be chip drawn for the first round at the base of the tower at noon. Subsequent rounds based on closest or most under index from the previous round.

3.22.5 Payout

\$600/\$400 unless there is a tie, then the purse will be 50/50

\$200 per run better or within .20 of your index

\$100 per run .21 or slower than index up to .40 slower

\$50 per run .41 or slower than index

Trophies for winner and runner-up.



3.22.6 Bonus

\$250 bonus for each record in Blown, Dragster, Pro Mod, Funny Car, or Naturally Aspirated Dragster

\$500 bonus for Track Record

3.22.7 Fees

Oil downs costs are \$100, which doubles with each oil-down per event.

3.22.8 Points Registration

To be included in the Alaska Raceway Park Points calculations, a racer will have to register and pay the \$20 registration fee prior to their first points race. A participant can register any time during the season; however, retroactive points will NOT be awarded for any races already completed.

3.22.9 Points and Season Payout

1 point per round win. The season champion will receive the Wally trophy and champion jacket.

To be included in the Alaska Raceway Park Points calculations, a racer will have to register and pay the \$20 registration fee prior to their first points race. A participant can register any time during the season; however, retroactive points will NOT be awarded for any races already completed.

3.22.10 Credentials

Must have valid NHRA competition credentials based on class requirements.

3.22.11 Safety

All NHRA rules apply, including Chassis Certification and Licensing. Cars will be teched under the NHRA Advanced ET Rules and NHRA General Regulations. Blower restraints, transmission blanket/shield, engine diaper/bucket and clutch can must be current SFI following TE four (4)-year rotation. Rotation starts with: clutch can (2023), blower bag/restraints (2024), transmission blanket/shield (2025), engine diaper/bucket (2026) and so on. ARP reserves the right to inspect these at any time and require replacement if wear is observed.

3.23 Super Pro

Unlimited Bracket Class, Qualified Fields

One class, all run, qualification required: Ladder-based format

3.23.1 Dial

0-11.49, Handicap start



3.23.2 Qualification and Pairings

Qualified field; pairings in all classes will be based on best reaction time during qualification. Lane choice will go to the lowest qualified vehicle for the remainder of eliminations. Buybacks will only be permitted if round 1 has 8 or fewer entries.

3.23.3 Tree

5 tenths full tree with crosstalk

3.23.4 Entry Fee

\$60, car and driver only

3.23.5 Payback

Cash payback to top two in each field, 60/40 split

3.23.6 Electronics

Delay Box, Transbrakes, two steps and playback tachometers are allowed. Onboard computers that control car function during the run are prohibited; data recorders may only be used to record vehicle functions and must be activated by a separate switch and not activated by any triggered switch or timer during the run.

3.23.7 Points

Points will be kept, payout to top five (5) at season end; must register and display membership stickers on vehicle.

3.23.8 Year End Payout

\$10 from each entry fee goes to year-end purse. Purse starts at \$1,000.

3.23.9 Tow Vehicles

Only entries quicker than 9.99 can have tow vehicle. Limited to non-full-size vehicles ONLY; must use return road to go to top end. Tow vehicles must have car number and ARP authorization sticker.

3.23.10 Qualifying Sessions

There will be two qualifying sessions. No Super Pro car will be allowed to make a pass after the second session. Entrants are not required to make both sessions but must run at least one.

3.23.11 Lanes

If qualifying during both sessions, alternate lanes must be used for each pass. Violators may be disqualified from the event. If a race official (lane director) puts you in the same lane as run before to keep then event moving, then it will not result in a DQ.

3.23.12 Credentials

Must have required NHRA competition credentials based on class requirements.



3.24 Pro ET

3.24.1 Dial

0-11.49, Handicap Start

3.24.2 Tree

5 tenths full

3.24.3 Electronics

Delay Box is NOT Allowed. Transbrakes and two steps allowed

3.24.4 Entry Fee

\$60, car and driver only

3.24.5 Qualifications and Pairings

Qualified field: pairings in all classes will be based on best reaction time during qualification. Lane choice will go to the lowest qualified vehicle for the remainder of eliminations.

3.24.6 Payback

Cash payback to top two, 60/40 split

3.24.7 Points

Points will be kept with payout to top five (5) at season end; must be registered and have stickers on vehicle to compete for track points.

3.24.8 Year End Payout

\$10 from each entry fee goes to year-end purse. Purse starts at \$1000

3.24.9 Tow Vehicles

Only entries quicker than 9.99 can have tow vehicle. Limited to non-full-size vehicles ONLY; must use return road to go to top end. Tow vehicle must be registered with the track and display sticker and driver's car number.

3.24.10 Credentials

Must have required NHRA competition credentials based on class requirements.

3.25 Sportsman

3.25.1 Dial

11.50 and slower, Handicap Start

3.25.2 Tree

5 tenths full

3.25.3 Electronics

Delay Box is NOT Allowed. Functional transbrakes are NOT allowed. Two steps are allowed.



3.25.4 Entry Fee

\$60, car and driver only

3.25.5 Qualifications and Pairings

Qualified field; pairings in all classes will be based on best reaction time during qualification. Lane choice will go to the lowest qualified vehicle for the remainder of eliminations.

3.25.6 Payback

Cash payback to top two, 60/40 split

3.25.7 Points

Points will be kept, payout to top five (5) at season end; must be registered and have stickers on vehicle to compete for track points.

3.25.8 Year End Payout

\$10 from each entry fee goes to year-end purse. Purse starts at \$1,000.

3.25.9 Tow Vehicles

Not permitted

3.25.10 Credentials

Must have NHRA competition license if competing for points.

3.26 Motorcycle (ET Bike/Snowmachine)

3.26.1 Vehicles

Motorcycles and Snowmachines

3.26.2 Dial

Open, Handicap Start

3.26.3 Tree

5 tenths full

3.26.4 Delay Box

NOT Allowed

3.26.5 Entry Fee

\$60, vehicle and driver only

3.26.6 Qualifications and Pairings

Qualified field; pairings in all classes will be based on best reaction time during qualification. Lane choice will go to the lowest qualified vehicle for the remainder of eliminations.

3.26.7 Payback

Cash payback to top two, 60/40 split



3.26.8 Points

Points will be kept, payout to top five (5) at season end; must be registered and have stickers on vehicle to compete for track points.

3.26.9 Year End Payout

\$10 from each entry fee goes to year-end purse. Purse starts at \$500.

3.26.10 Tow Vehicles

Not permitted

3.26.11 Credentials

Must have NHRA competition license if competing for points.

3.27 Trophy

Three (3) cars constitute a class

3.27.1 Dial

Any ET dial, handicap

3.27.2 Tree

5 tenths full tree

3.27.3 Payback

No cash payout, trophy only

3.27.4 Entry Fee

\$30, car and driver only

3.27.5 Qualifications and Pairings

Qualified field; pairings in all classes will be based on best reaction time during qualification. Lane choice will go to the lowest qualified vehicle for the remainder of eliminations.

3.27.6 Points

No Points

3.27.7 Credentials

Must have valid driver's license.

3.28 Jr. Dragster

3.28.1 Dial

Any ET dial, handicap

3.28.2 Entry Fee

\$15, car and driver only



3.28.3 Tree

5 tenths full tree

3.28.4 Time Trials

On T/E days, time trials will be open from 11:00am-12:00pm, followed by two additional time trial runs per the daily event schedule. Eliminations will follow Motorcycle.

3.28.5 Qualifications and Pairings

Qualified field; pairings in all classes will be based on best reaction time during qualification. Lane choice will go to the lowest qualified vehicle for the remainder of eliminations.

3.28.6 Payback

No cash payout, trophies only

3.28.7 Points

Points will be kept, trophies to top five (5) at season end; must be registered and have stickers on vehicle to compete for track points.

3.28.8 Track Length

1/8-mile

3.28.9 Divisions

The NHRA Junior Dragster program is broken into six (6) divisions:

Trainee – age 5 restricted to 20.00 seconds or slower, single passes only

Youth – ages 6 & 7 restricted to 13.90 seconds or slower

Novice —ages 8 & 9 restricted to 11.90 seconds or slower

Intermediate —ages 10-12 restricted to 8.90 seconds or slower

Advanced —ages 13-18 restricted to 7.90 seconds or slower

Master – ages 18 and up restricted to 7.90 seconds or slower

Further rules and regulations available in NHRA Jr. Dragster Racing League Rule Book or online.

3.28.10 Credentials

- Must show NHRA competition license at tech each day.
- Must have completed parental permission form on file to race.
- Junior Dragsters are eligible to compete in NHRA Division 6 Finals).

3.29 NHRA Jr. Street

3.29.1 Entry Fee

\$15, vehicle and driver



3.29.2 Points/Payout

- Points will be kept
- Trophies will be awarded for the top two at each event and at season end

3.29.3 Rules

Below is a summary of the NHRA Jr. Street rules. Complete rules are listed in the current NHRA rulebook.

3.29.4 Driver

Drivers must be 13-16 years of age.

Drivers must go through the NHRA licensing procedures at the track and apply for and receive their NHRA Jr. Street license. Prior to licensing the driver must submit a certified birth certificate and notarized minor's release form to ARP tech.

Jr. Street drivers may not compete in any other class other than Jr. Dragster.

Drivers must have a minor's release form signed by their parents or legal guardian and on file.

3.29.5 Competition

1/8th Mile

9.00 seconds or slower

3.29.6 Co-Driver During Licensing

Must be the driver's parent, legal guardian or adult 25 years of age or older, with valid state driver's license. The Co-Driver must be seated in the passenger seat of the vehicle any time the Driver is in the driver's seat

The Co-Driver must drive the vehicle in the pits, into the staging lanes, and on the return road past the timeslip booth

On the teen's final pass, an ARP official must be the co-driver.

3.29.7 Vehicle

- Entries must be a full-bodied car, truck, van or SUV. Convertibles, Jeeps, motorcycles, snowmachines and racecars prohibited
- Vehicle must pass NHRA and track safety inspection.
- Mufflers and street tires mandatory. Racing slicks prohibited
- Vehicle must be street-legal and driven to the track
- Electronic devices of any kind prohibited

3.30 Summit King of the Track

Open to top 10 in each of the following points classes: Top Eliminator, Super Pro, Pro, Sportsman, Motorcycle



3.30.1 Entry Fee

FREE for car and driver

3.30.2 Payback

NHRA Wally trophy for the Champion

3.30.3 Dial

Maximum dial 15.00, handicap start

3.31 Entries

Must be bracket cars. IE: Motorcycle entries must race a car or truck



4 Oval Track

Oval Track General Rules

4.1 Application of Rules

All Rules described in the Alaska Raceway Park Rules (Chapter one of this rule book) shall apply at all times

IT WILL BE EVERY DRIVER'S RESPONSIBILITY TO READ AND UNDERSTAND ALL THE RULES SET FORTH HEREIN AND HE/SHE WILL BE HELD RESPONSIBLE FOR ANY NONCOMPLIANCE. The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and, by participating in these events, all participants agree to comply with these rules.

NO EXPRESS 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. The race director shall be empowered to impose further restrictions that in his/her opinion do not alter the minimum acceptable requirements.

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT THEREFROM. Any interpretation of these rules is left to the discretion of track officials.

THEIR DECISION IS FINAL.

4.2 Purpose

Alaska Raceway Park (hereafter "ARP") is in the entertainment business. Drivers, Owners, Crew, and ARP Staff cooperate to provide an exciting level of entertainment. All rules, race scheduling, and structure will be designed and implemented to support a balance between competition and entertainment value. Accordingly, drivers and crew are expected to conduct themselves as professionals always.

These rule and regulations are designed to govern driver and crew member conduct during ARP racing events. When participating in these events, all ARP drivers are required to comply with these rules. While ARP makes no claim of guaranteed safety, these rules are enforced as a guide for the conduct of the sport.

The rules are in place to

- c. ensure a level playing field among the drivers.
- d. protect competitors, officials, and spectators; and

provide a professional environment for the participation in and enjoyment of motorsports

ARP may elect to change any rule at any time to improve safety, reduce the cost of racing, or maintain equal competition.



4.3 Racing Season

All classes should run all races for the season.

4.4 Amendment of Rules

ARP reserves the right to add to, delete, supersede, or modify any rules, exhibits, or drawings that ARP deems necessary for the betterment and/or safety of racing. The ARP rules may be amended at the annual meeting with subsequent publication in the ARP rulebook. In addition, track management may issue amendments during the racing season in the form of serially numbered and dated technical bulletins which may be distributed and made available to participants at event drivers' meetings. Participants shall be responsible for being aware of and complying with all such amendments issued in the form of technical bulletins.

4.5 Finality of Decisions and Interpretations and Covenant not to Sue

The decisions of ARP race officials at a sanctioned or non-sanctioned event, including the interpretation and application of rules and the scoring of positions, shall be final, binding, and non-appealable, except as provided in paragraph *2.1.10 Protest Rule Application*.

4.6 Violation of Spirit or Intent of Rules: Unsportsmanlike Conduct

Any participant who defies or violates the spirit or intent of the ARP rules shall be considered to have engaged in unsportsmanlike conduct and shall be dealt with by ARP track officials depending on the nature of the infraction.

4.7 Reserved Participation Right

The ARP track reserves the right to refuse to accept the entry of any car or participant. Furthermore, the track reserves the right to revoke or cancel entry or any participant's right to be on the track premises if it is felt or determined that a participant's presence or conduct is not in the best interest of the sport of auto racing, the other competitors, track management, and/or employees of the raceway.

4.8 Prevailing Policy

ARP reserves the right to determine the type of race program, distance of races, method of starting, and the number of cars to be entered in any event.

4.9 Licensing and Registration

To race in any ARP racing event, a driver must be at least fourteen (14) years of age unless sanctioning body differs, have a license through their sanctioning body, paid the required fee, have parent(s) or legal guardian's completion of minor authorization form (once a season prior to racing), and be in good standing.

4.10 Right to Deny

ARP reserves the right to deny a competitor license to any driver. *See 4.14 Car Registration.*



4.11 Interpretation and Application of Raceway Rules

All participants, as a condition of participating in an ARP event, agree that all decisions of the raceway track officials regarding the interpretation and application of raceway rules and scoring of positions shall be non-appealable.

4.12 Covenant Not to Sue

All participants covenant and agree that they will not initiate any type of legal action against ARP and/or ARP officials to challenge such decisions, to seek monetary damages, to seek injunctive relief, or to seek any other kind of legal remedy. If a participant pursues any such action which violates this provision, the participant expressly agrees to reimburse ARP for all its attorney's fees and costs in defending against such legal action.

4.13 Competitor Obligation

Every driver must inspect the racing surface and the racetrack area to learn of any defects, obstructions, or anything which in the driver's opinion is unsafe, and the driver shall report that condition in writing to an ARP track official. Any driver entering any racing event is considered to have inspected the track and determined that all conditions are satisfactory. If the driver does not feel that conditions are satisfactory, then the driver should not race. The driver further acknowledges that the driver is aware that auto racing involves risks and by competing in an event the driver assumes these risks with full awareness and knowledge.

4.14 Accidents with Injuries

When involved in an accident involving injury to yourself, advise track officials immediately so the necessary reporting will be accomplished.

NO CLAIMS WILL BE CONSIDERED UNLESS REPORTED PRIOR TO LEAVING THE RACEWAY PROPERTY THAT DAY.

If you are physically unable to complete the necessary reports, a crew member must take the responsibility of reporting the injury and making sure that all paperwork has been completed prior to leaving the raceway to ensure benefits can be received. See rule *2.1.6.5 Injuries*.

4.15 Access to Raceway

No person or crewmember of a racecar will be allowed on the raceway for any reason once the racing program starts, unless requested by a track official.

4.16 Code of Conduct

There shall be no verbal abuse, cursing, or mistreating another person. Courteous conduct is expected from all participants at all time. Each one has an image to uphold for the fans, the sponsors, and the name of ARP. Profanity and/or other unprofessional actions will not be tolerated in front of race fans, officials, or management. At any time that one's dress, actions, or conduct are



not in the best interest of ARP, that person may be asked to leave the grounds with a suspension and/or fine.

4.17 Driver Responsibility

Drivers are fully responsible for the actions of their crew. Anyone, driver, crew member, family member, or participant of a race team found to be acting in an unsportsmanlike manner, using improper language or conduct detrimental to racing -- including harassing, disturbing, becoming a nuisance to any track official or spectator, or refusing a request from a track official -- shall be immediately disqualified, with no refund for entry or admission for the remainder of the day including any test & tune passes.

A second offense shall be penalized by a 30-day suspension from ARP. The third offense will result in suspension for the current season. ARP reserves the right to call in law enforcement if necessary.

4.18 Disturbances

Should a disturbance of any kind occur, the party not in their respective pit will be considered at fault for causing the disturbance.

4.18.1 Fighting

Any participant directly involved at any time with fighting or misconduct at any ARP event – on the racetrack, in the pits, or on the track premises – may be fined up to \$150 and may be suspended from all ARP events for up to three (3) events from the date of the infraction and shall forfeit all points to the date of the infraction and all prize money earned for the event.

4.18.2 Weapons

The display or use of any type of weapon (to include the use of a racecar) at any time will result in the permanent suspension for all parties involved and will result in the matter being turned over to the applicable law-enforcement agency.

4.19 Alcoholic Beverages

Consumption of alcoholic beverages in the pit area or being under the influence of alcoholic beverages in the pit area is prohibited until the entire program for all divisions is completed and all spectators have left the premises. If a participant is caught consuming alcoholic beverages in the pit area or is deemed to be under the influence of alcoholic beverages in the pit area before the entire program for all divisions is completed, he/she shall be immediately ejected from the racetrack premises and forfeit all points and prize awards for that event.

4.20 Illegal Drugs

Illegal drugs are those substances or drug substances defined and prohibited by state and/or federal laws. Marijuana is an illegal drug per Federal law.



4.20.1 General Prohibition

Any participant, either on the raceway grounds or in any areas considered to be used in the operation of the raceway, such as parking lots or leased properties, is prohibited from the possession or use of illegal drugs or drug substances, as defined above, in any form. Anyone suspected of using marijuana or other illegal drugs will be ejected from the property.

4.20.2 Specific Prohibition, Violations, and Penalties

Any person who is found to be in possession of, or under the influence of, any illegal drug or drug substance on the raceway property shall be immediately ejected from the race track premises and forfeit all points and prize awards for the event. ARP also reserves the right to notify and/or summon law enforcement officers in the event illegal drugs are found and/or suspected.

4.20.3 Appeal and Hearing

Any participant suspended for violation of the alcohol and drug policy rules will be granted a formal appeal hearing by a panel designated by track management, provided the suspended participant requests such a hearing from management in writing within 14 calendar days of the date of suspension. It is the responsibility of the suspended participant to make such a request for a hearing.

4.20.4 Reinstatements

A participant suspended for violation of the drug policy rules, EXCEPT IN THE CASE OF PERSONS CHARGED WITH SELLING DRUGS ON RACEWAY PROPERTY, may, as the result of a decision reached through the appeal and hearing process, be reinstated, if

- a. in the case of drug use, it is mutually agreed that the participant, at his or her own expense, will produce documentation from a physician licensed within the state of Alaska, certifying that he or she is drug independent, because of random and periodic examinations and urinalysis testing; or
- b. in the case of drug possession, it is mutually agreed that the participant, at his or her own expense, produces evidence satisfactory to the hearing panel that he/she was not in possession of illegal drugs.

4.20.5 Prescribed Drugs

If a participant is using prescription drugs on the advice of a physician, such use must be reported to the chief pit steward or racing director prior to the participant's entry into any raceway activity. Failure to so notify will subject the participant to penalties as prescribed above. Those drugs that impair judgment, driving abilities, and/or alertness will not be allowed.



4.21 Illegal Parts

Illegal parts shall be any parts or components of a racecar or any alterations or modifications to any such parts or components that do not meet the ARP rules and specifications of the class in which the racecar is competing.

4.22 Confiscation

If any parts are found to be illegal, all illegal parts or components – through tear-down or because of a protest, claim, or inspection – shall be confiscated by track officials and forfeited by the participant to ARP. All such forfeited parts shall be delivered by track officials to track management and shall become the property of ARP to be disposed of at its discretion.

4.23 “Illegal”

Being “illegal” consists of any aspect of the racecar being in violation or resulting in a violation of any ARP rules or specifications.

4.24 Tire Tampering

Tampering or altering tire compound will be determined by durometer readings and/or bagging method.

4.25 Disallowed if Not Allowed

If the rules do not specifically allow a part or component, or do not allow specific alterations or modifications to a part or component, then they are all disallowed.

4.26 Removal of Identifying Marks

Any grinding, defacing, or otherwise removing or obliterating casting marks, casting numbers, or any other identifying marks or numbers on a motor, chassis, or part will automatically render that part illegal.

4.27 Reserved Tear-Down Right

After the feature race, ARP reserves the right to tear down the engine of any racecar in any class. This reserved tear-down right is separate and distinct from any inspection to which any racer in any class is subject.

4.27.1 Procedure

A tear-down shall consist of disassembly of the engine’s upper end, lower end, or both. An upper-end tear-down includes, but is not limited to, the removal of the carburetor, spacer plates or adapters, valve covers, intake manifold, exhaust manifold, headers, valve train components, and heads. A lower-end tear-down includes, but is not limited to, removal of oil pan, crankshaft, rods, and pistons.

4.27.2 Fee for Tear-Down

ARP shall advise the driver that a tear-down is requested and shall post a tear-down fee that is equal to the protest fees set forth in paragraph *3.3.34 Protest Fee*. If, after tear-down, the engine



is found to be legal, then the posted tear-down fee will be paid to the driver. If, after tear-down, the engine is found to be illegal, ARP shall retain the posted tear-down fee.

4.27.3 INEX Legends/Bandoleros and Baby Grand Stock

ARP tear-down rules and regulations do not apply to INEX Legends/Bandoleros and Baby Grand Stock Cars; instead tear-downs for those cars fall back to their sanctioned series rules.

4.27.4 Confiscation

Failure of a participant to surrender parts for confiscation shall result in a separate penalty, in addition to any other penalties for illegal parts under these rules, of two (2) times the estimated retail value of the illegal parts as determined by ARP.

4.27.5 Impoundment

Any car involved in an accident resulting in serious injury or death will be impounded by ARP officials for investigation purposes.

4.28 Interpretations and Application

If there is a disagreement or dispute regarding the meaning or application of the rules, the interpretation and application by Track Officials shall prevail.

4.29 Finality

All decisions shall be final and non-appealable.

4.30 Car Legality

It is the racer's responsibility to keep his/her car legal always.

4.31 Unnecessary Roughness

For any unnecessary roughness on the raceway, including but not limited to "bumper driving," the racer will receive a black flag warning. Should unnecessary roughness continue, the racer will be black flagged, and the driver(s) will be put into the pits. Such driver(s) will be disqualified with no points awarded for that event.

4.32 Finishing Positions

Management and track officials will determine finishing positions, and their decisions are final.

4.33 Reasons for Rules

The rules are in place to

- a. ensure a level playing field among the drivers.
- b. protect competitors, officials, and spectators; and
- c. provide a professional environment for the participation in and enjoyment of motorsports.



4.34 Disciplinary Action

Disciplinary action levied upon competitors and/or spectators by track officials and/or management is a means to ensure that track rules are followed. Possible disciplinary action, in the order of severity, is as follows: warning, removal of points, fine (amount to be determined, not to exceed \$500), disqualification of associated car and driver, suspensions, banishment. Should an action be of such nature that local law enforcement intervenes, the violator will be subject to both track and local law enforcement action.

4.34.1 Actions on the Racetrack

Actions on the racetrack during a race event are subject to the immediate calls of the Race Director, who may confer with other track officials for clarification of a situation. These may include lap penalties, position penalties, and possible ejection of a car and driver from the race. Ejection of car constitutes a disqualification for that race. Disqualification is a disciplinary action which involves loss of championship points and possible winnings. An ejection effectively ends the racing event for that car and driver, the same as if they were in an accident and did not return to the race.

4.34.2 Determination of Disciplinary Action

Track officials, depending on the severity of the rule infraction and the disciplinary record of the person or persons involved, will determine appropriate disciplinary action. Disciplinary action will be administered only after a thorough review process and following a “cooling down” period. A competitor who is subject to disciplinary action will have his/her winnings held until the matter is resolved by track officials.

4.35 Protest Rule Application

The engine protest rule is applicable to all ARP classes, at all track events. Exceptions: INEX/Legends, BGSCA/Baby Grand Stock cars.

4.35.1 Racecars Subject to Protest

All racecars competing in the feature event are subject to protest.

4.35.2 Eligibility Requirement to Protest

Any racecars competing in a racing event are subject to protest when they meet the following conditions:

- a. have a driver who possesses a full ARP driver’s license for that class of cars;
- b. meet the minimum class weight and are otherwise legal under ARP and/or their sanctioning body’s rules;
- c. have a driver who has registered his/her intent to protest with a track official at the completion of the event;
- d. finished in one of the top three positions of the same event; and
- e. have a driver who has tendered the required class protest fee.



4.35.3 Racecars not Eligible to Protest

Any racecars competing in a racing event are **NOT** subject to protest if they

- a. **DO NOT** have a driver who possesses a full ARP driver's license for that class or cars;
- b. **DO NOT** meet the minimum class weight and are otherwise legal under ARP and/or their sanctioning body's rules;
- c. **DO NOT** have a driver who has registered his/her intent to protest with a track official at the completion of the event;
- d. **DO NOT** finish in one of the top three positions of the same event; and
- e. **DO NOT** have a driver who has tendered the required class protest fee.

4.35.4 Protest Fee

The disposition of the five-hundred-dollar (\$500) protest fee will be as follows: If, after the tear-down, the engine is found to be legal, seventy-five percent (75%) of the protest fee will be paid to the protested driver and twenty-five percent (25%) of the protest fee will be paid to the racetrack. If, after the tear-down, the engine is found to be illegal, seventy-five percent (75%) of the protest fee will be returned to the protesting driver and twenty-five percent (25%) of the protest fee will be paid to the racetrack.

4.35.5 Protest Procedure

After the feature race, a track official will notify the driver of the relevant racecar that his/her racecar has been protested. The protested driver shall then proceed directly to the area designated for inspection and tear-down pursuant to a protest. Track officials will then proceed, in accordance with the class of racecar protested, to tear down the engine in the protested racecar.

4.35.6 Special Provisions Relating to Protests

- a. Only a driver may protest.
- b. A driver may protest only one engine per feature race.
- c. Only the tech inspector has the final word on the legality of the racecars involved in a protest.

4.35.7 Penalties or Sanctions Related to Protests

If any engine parts are found to be illegal, the provisions of paragraph **2.1.7 Illegal Parts** and paragraph **2.1.7.1 Confiscation** shall apply.

4.35.8 Withdrawal of Protest

If a driver declares an intent to protest and tenders the required protest fee and then changes his/her mind and withdraws the protest, he/she will then forfeit all money and awards for that event and may lose all points and or awards for that day or all points earned to date. The determination of appropriate penalty is at the discretion of track officials.

4.35.9 Refusal of Protest

Any driver who refuses to allow an inspection/tear-down, pursuant to a protest, shall be subject to the following penalties:



4.35.9.1 First Refusal

After first refusal to allow an inspection/tear-down pursuant to a protest, driver forfeits all cash and all contingency winnings for the event, any trophies earned in the feature, plus loss of all track points earned to date, plus a one race suspension.

4.35.9.2 Second Refusal

After second refusal to allow an inspection/tear-down pursuant to a protest, driver is banned from the track.

4.35.10 Exception

INEX Legends/Bandoleros and Baby Grand Stock Cars refer to INEX/BGSCA rulebooks for protest regulation and applications.

4.36 Independent Contractors

All ARP participants are independent contractors and are not the agents or employees of ARP. As independent contractors, raceway participants are solely responsible for preparing their racecars to perform in ARP racing events in accordance with ARP rules and procedures. As independent contractors, ARP participants are solely responsible for compensating their employees, agents, or pit crew members.

ARP participants, as independent contractors, also assume full responsibility for reporting or filing any reports or tax returns with the appropriate authorities on all earnings or funds received because of their participation in ARP racing events, including but not limited to Federal Social Security taxes, Federal income taxes, State taxes, Federal and State withholding taxes, unemployment taxes, and worker's compensation insurance. Completed W-9 forms will be required prior to any race payout. In addition, IRS 1099 forms will be issued for the season's proceeds for every driver.

4.37 Competitor Agreement Regarding Rules

A participant, by competing in an ARP racing event, specifically agrees to and acknowledges the following:

4.37.1 Familiarity with Rulebook

That he/she is familiar with and understands the ARP rules and procedures as set forth in this rulebook.

4.37.2 Agreement to Abide

That by applying for an ARP competitor's license, or by participating in an ARP racing event, he/she agrees to abide by all the ARP rules and procedures.

4.37.3 Racecar Certification

By entering an ARP racing event, a competitor certifies that his/her racecar meets all the requirements of the ARP rules for participating in an ARP racing event.



4.37.4 Burden of Proof

That, if – because of an inspection, tear-down, protest, or claim – a competitor’s car is declared illegal, it is the sole responsibility of the competitor, who bears the burden of proof that his/her racecar follows the applicable ARP rules and requirements.

4.38 Pre-Race Scaling

All Thunder Stock, Sportsman Stock and Late Models will be weighed prior to qualifying and before the feature.

4.39 Post-Race Scaling

Racecars will only be weighed post-race in the case of a protest.

4.40 Inspections

4.40.1 Timing and Scope Inspections

All racecars competing in ARP events are subject to inspection by track officials at any time and to any extent or degree as determined by track officials in their sole discretion. The decisions by track officials regarding the specific racecars to be inspected and the timing, scope, or extent of any inspection are final, binding, and non-appealable except as provided in paragraph *2.1.10 Protest Rule Application*.

4.40.2 Minimum Specifications Inspection

An inspection shall be made, usually conducted at the beginning of a racing season or a racing event, to determine whether a racecar complies with the minimum applicable chassis and body specifications and all safety requirements.

4.40.3 Post-Race Inspection

A Post-race inspection is one conducted after a racing event to determine whether a racecar complies with all the applicable rules and specifications for that class of racecar, with the scope and extent of the items to be inspected to be determined by ARP track officials in their sole discretion.

4.40.4 Effect of Prior Inspection

The fact that a racecar has passed a minimum specification inspection, a pre-race inspection is no guarantee or assurance that the racecar will pass a post-race inspection.

4.40.5 Cooperation of Driver

In connection with any type of inspection, the driver must cooperate with ARP track officials to enable officials to conduct or complete an inspection, including removing or disassembling various parts or components.



4.41 Refusal or Termination of Inspection

4.41.1 Pre-Race

Any driver who refuses to allow a pre-race or minimum inspection to be conducted will not be allowed to compete in the racing event.

4.41.2 Post-Race

Any driver who refuses to allow a post-race inspection or who terminates an inspection in progress, shall lose all points (track points) and forfeit all money and awards for that event.

4.42 Minimum Specifications

4.42.1 General

At any time, before, during or after an event, ARP track officials may require additional measures or equipment or make additional determinations as they deem necessary to further reduce the risk to competitors.

4.42.2 Inspection

All cars are subject to a minimum specification inspection at any time and a refusal of such inspection is subject to rule *3.5 Inspections*.

4.43 Safety

4.43.1 Helmets

Helmets are required; they must be a minimum of SNELL 2015 or equivalent SFI and must be worn always when the car is on the track and must accompany the vehicle at time of inspection.

It is recommended that helmets meet the specifications set forth in the Federal Motor Vehicle Safety Standard Regulations or meet the specifications set forth by the American National Standards Institute, Inc.

4.43.2 Suits

A full driving suit (one piece or top and bottom) is **REQUIRED** always that a driver is in his/her car; the driver shall wear a driving suit and gloves of fire-resistant material that effectively covers the body. Fire-resistant shoes and undergarments are recommended.

4.43.3 Mirrors

Mirrors are allowed, except not to extend outside the body. Exception: Legends – INEX rules regarding issues will prevail.

4.43.4 Seat Belts and Harnesses

Seat belts/harnesses are required. Seat belts must be dated by the manufacturer and must not be used beyond three (3) years after the manufacture date. All seat belts/harnesses are **REQUIRED TO BE 5-POINT** original construction. A quick-release belt of no less than three inches (3”) wide is **REQUIRED**. For all classes the entire following specifications are **REQUIRED**:



- a. both ends of the lap belt must be fastened to the roll cage or frame rails with a grade 8 bolt of at least three-eighths inch (3/8") diameter;
- b. shoulder harness must be no less than three inches (3") wide or two-inch (2") belts with a Hans device and must come from behind the driver's seat;
- c. where the harness crosses the roll cage, it must pass through a steel guide welded to the roll cage that will prevent the harness from sliding side to side;
- d. a center (crotch) belt must be securely mounted to the lower seat frame bottom and to the lap seat belt on the top;
- e. where the seat belts/harnesses pass through the seat edges, they must have a grommet installed or be rolled and/or padded to prevent the cutting of the belt; and
- f. all seatbelts/harnesses and shoulder harness must connect at the lap belt with an approved quick-release buckle.

Belts will be inspected from time to time for their condition; if the belt is frayed or sun-beaten or has been altered in any way, OFFICIALS will REQUIRE the belt to be replaced before racing.

4.43.5 Head and Neck Restraints

ARP strongly recommends the use of a head and neck restraint system. Hans-type device meeting SFI 38.1 standard are mandatory for all Late Models and Baby Grands. A padded neck collar is mandatory in all classes.

4.43.6 Installation, Maintenance, Use

IT IS THE RESPONSIBILITY OF THE DRIVER AND THE CAR OWNER, NOT ALASKA RACEWAY PARK, TO ENSURE THAT HIS/HER DEVICE/SYSTEM IS APPROVED AND CORRECTLY INSTALLED, MAINTAINED, AND PROPERLY USED.

4.43.7 Window Nets

All cars except Legends are REQUIRED to be equipped with an SFI-approved window net (five-year date limit) or driver arm restraints.

4.43.8 In-Car Fire Extinguishers

All cars must have a fire extinguisher securely mounted in the car within the reach of the driver and emergency response personnel. Fire suppression system is highly recommended.

4.43.9 On/Off Switches

ON/OFF switches will be clearly marked on ALL cars and located for access from both sides of the car. Exception: Legends and Baby Grands will meet their respective sanctioning body rules.

4.43.10 Pit Fire Extinguishers

At all times, all participants shall have in their pit area, as part of their equipment, a fully charged 10 lb. dry chemical Halon or equivalent fire extinguisher.



4.43.11 Passengers

Passengers will not be permitted to ride in/on a racecar at any time. The exception would be a fully equipped promotional “two-seater” approved by ARP track Official and Management.

4.43.12 Heads and Arms

Drivers must not compete in any event with head or arm extended outside of a closed body racecar.

4.44 Rookies

Rookies will be designated by a yellow stripe across the rear bumper of their car. Rookies will be required to start tailback regardless of qualifying status until such time as their class determines they can remove their stripe or at the completion of their first season. It is recommended that rookies stay on the inside line if they can’t maintain pace with the pack.

4.45 Pit Rules

4.45.1 Speed Limit

The speed limit in the pits is walking speed, approximately **3-5 mph**.

4.45.2 Alcoholic Beverages

Beer and other alcoholic beverages may not be seen or consumed in the pits for the duration of the race day’s events.

4.46 Children

4.46.1 Forms

A fully executed Parental Consent, Release and Waiver of Liability, Assumption of Risk, and Indemnity Agreement and Minor’s Assumption of Risk Acknowledgement must be completed and submitted to the ARP office prior to anyone under the age of eighteen (18) being admitted to the pit area.

4.46.2 Children in the pits

Minors under 18 years old are allowed in the pit area only if they are accompanied by a legal parent or guardian and have completed the appropriate forms.

4.46.3 Permitted Areas for Children

Minors under 18 years old must stay in their designated pit space or trailer. They can watch from the pit grandstands when accompanied by an adult. Children are not allowed to stand along the track fence, or to be in the return area of the pits.

4.46.4 Wheeled Toys

No scooters, bikes, skateboards, roller skates, wheelies, etc. may be used in the pits until the completion of the race day.



4.46.5 Unaccompanied Children

Any child found in the pit area unattended by an adult will be immediately removed and their wristband confiscated. Second offenses will not be tolerated and will be handled by Track Officials and/or Track Management, including but not limited to suspensions and fines.

4.47 Failure to Produce a Wristband

Anyone caught in a restricted area (Pits) without a wristband will be fined \$150 and not be allowed back in the restricted area until the fine is paid

4.48 Pits Closure

Pits close at midnight during scheduled race events, unless otherwise posted. Anyone wanting to overnight in pits or parking area is responsible for cleaning up after themselves. Children must be supervised always. Any damage of ARP property will be the responsibility of the offending parties. Repeated offenses could cause the loss of overnight stays.

4.49 Track Rules: All Classes

4.49.1 Technical Inspections

All cars will pass their own class/sanctioning body's technical inspections.

4.49.2 Welds

All welds shall be of high quality, i.e., roll cages, bumpers, nerf bars (except Demolition Derby).

4.49.3 Weight Jackers and Remote Suspension Adjustment Devices

NO driver's compartment-mounted weight jackers or remote suspension adjustment devices allowed in any class.

4.49.4 Missing Body Parts

All cars will start the day's racing event (first race for the class) with ALL body parts intact, i.e., hoods, fenders, trunk lids, and bumpers.

4.49.5 Drivelines/Axles

All drivelines/axles will be painted white. Car number must be marked on driveline.

4.49.6 U-Joint Safety Hoops

All cars will have a driveline safety hoop [minimum one-eighth by one and one-half inches (1/8" x 1-1/2")] to control U-joint failure.

4.49.7 Weights

Weights will be painted white with car number either painted or lettered in black and bolted to the frame. Exception: INEX weights will be painted fluorescent orange.

4.49.8 Provisions for Towing

All cars will have provisions on the front and rear to facilitate the removal of disabled cars.



4.49.9 Windscreens

All Late Model cars will have a windscreen front and rear to prevent the driver from being hit by flying debris, i.e., 1/8" Lexan™ windshield. Street Stocks may use 1" x 1" maximum wire mesh and a minimum of three (3) 3/16" bars in front of the driver. Exceptions: Legends, Baby Grands follow their rules.

4.49.10 Mufflers

Mufflers are mandatory. All cars will run mufflers and meet a decibel level of ninety-five (95) DBA within one hundred (100) feet. Mufflers will be encompassed within the car's body and must exit behind the driver. Side exhaust is permitted on Late Models that can pass the 95 DB test.

4.49.10.1 Welding

All mufflers must be welded.

4.49.10.2 Failure to Function or Detachment

If a muffler fails to function or falls off a car, the driver will be black-flagged.

4.49.10.3 Exhaust

Exhaust must exit downward under body not through the door. Late Models that already have exhaust through the door may leave their car that way if it meets the 95 DB Max. at 100'.

4.50 Catch Cans

All liquid cooled cars will have a catch (puke) can, one (1) gallon minimum capacity.

4.50.1 Ethylene Glycol

NO ETHYLENE GLYCOL ALLOWED. Water only. Water Wetter-type additive is permitted.

4.51 Roof Numbers

All cars will have roof numbers [fifteen inch (15") minimum height] that are clearly visible and facing the timing/scoring stand from the front.

4.52 Side Numbers

All cars will have number [twelve inch (12") minimum height] on both sides of the car that are readable from the timing/scoring stand.

4.53 Cleanliness

All cars shall be presented neat and clean. NO mud or dirt tucked up under the vehicle. All pop-rivet pins, screws, or any metal filings must be cleaned out of vehicle to prevent track debris.

4.54 Traction Control Devices

NO traction control devices of any type are allowed.



4.55 Tires

Prior to the first race of the season, you may purchase an initial supply of tires. Alternatively, in pre-paid situations, you may withdraw your initial supply from the secured area. The owner, driver, or a designated licensed member of any race team may then purchase or withdraw their allotment per week. A week is defined as Sunday through Saturday. **See each Class Rule for specifics.**

4.56 Flags

4.56.1 Green Flag

The green flag signifies the start of the race. Cars must maintain position as designated by Track Officials until they have crossed the start line. *See 3.8.6.5 Race Start/Race Finish.*

4.56.2 Yellow Flag

The yellow flag signifies caution. All cars receiving a yellow flag/lights will slow down to a caution pace, hold their positions, and form a single line behind the lead car.

4.56.2.1 Restart Position

Restart position will be based on the last completed lap.

4.56.2.2 Determining Position

ARP Track Officials have complete discretion to determine the position of the cars at the time the yellow flag was displayed and to reposition the cars in accordance with their determination.

4.56.2.3 Activities

On a yellow flag, all cars must slow immediately; failure to do so may result in a black flag.

4.56.2.4 Caution Vehicles

If a caution vehicle is used, no car may pass the caution vehicle unless directed to do so by a Track Official.

4.56.2.5 Illegal Passing

Any cars illegally passing the caution vehicle or race leader will be black flagged.

4.56.2.6 Crew Members

Crew members must not go on the track during a yellow flag.

4.56.2.7 One-Lap Signal

The Official Starter will indicate one (1) lap before the green is displayed.

4.56.3 Red Flag

The red flag indicates that all cars **MUST** stop on the track immediately, regardless of their position.



4.56.3.1 Flag Use

Red flags should be used if, in the judgment of Track Officials, the race should be stopped.

4.56.3.2 Activities

Repairs, service, or fueling will not be permitted on any car on the racetrack during a red flag. Cars returning to the racetrack from the pit area while the red flag is out must line up at the rear of the field.

4.56.4 White Flag

The white flag signifies that the leader has started his/her last lap.

4.56.4.1 Activities

If the yellow flag is displayed on the white flag lap, all cars, regardless of their location on the track, will slow down and maintain position with respect to the other cars on the racetrack and will revert to the last completed lap. On the restart, there will be a green, white, and checkered finish. After cars have received the yellow flag at the start line, there will be no passing if cars maintain a reasonable speed, considering the conditions which exist on the track.

4.56.5 Checkered Flag

The checkered flag means the race is completed.

4.56.5.1 Activities

The driver receiving the checkered flag must take his/her car immediately to the Tech area.

4.56.6 Black Flag

The black flag means go to the pits and report to a Track Official immediately.

4.56.6.1 Warning

Black flag furlled means you are being warned.

4.56.6.2 Disqualification

A black flag does not mean automatic disqualification.

4.56.7 Blue and Orange Flag

The blue and orange flag signifies that faster traffic is overtaking the cars being signaled. Cars being given this flag must be prepared to yield to overtaking traffic by holding the line they are driving.

4.56.8 Yellow and White Flags Crossed

Yellow and white flags crossed signifies the race is halfway complete.



4.56.9 Yellow and White Flags Pointed Down Parallel

Yellow and white flags pointed down parallel signifies that two laps remain.

4.56.10 Yellow and White Flags Standing Parallel

Yellow and white flags standing parallel signifies line up in two columns.

4.56.11 Red and Black Flags Waving

Red and black flags waving signify practice session over.

4.57 Signal Lights

4.57.1 Green

The green signal light signifies Go.

4.57.2 Yellow

The yellow signal light signifies Caution.

4.57.3 Red

The red signal light signifies Stop.

4.57.4 Lights Out

Light out signifies Prepare for the Green.

4.58 Fines and Suspensions

There will be no warnings. Follow the rules. This is a family-oriented sport, and we are responsible to, and for, each other – drivers, crew, and spectators – to keep these facilities open for everyone.

4.58.1 Cleanup Fine

The pit cleanup fine is \$25.

4.58.2 Contaminants

The contaminants spilled in the pit fine is \$100.

4.58.3 Crew Fights

The fights involving crew members fine is \$50.

4.58.4 Driver Fights

The fights involving drivers fine is \$50, plus a 1-race suspension.

4.58.5 Speeding

The speeding in the pits fine is \$50.

4.58.6 Unsafe Work Practices

The unsafe work practices fine is \$25.



4.58.7 Profanity

The profanity fine is \$25.

4.58.8 Alcoholic Beverages

The alcoholic beverages seen or consumed in pits fine is \$25.

4.58.9 Unattended Children

The unattended authorized children in the pits fine is \$25.

4.58.10 Unsportsmanlike Conduct

The unsportsmanlike conduct fine is \$50.

4.58.11 Repeat Violations

Repeat violations will incur doubled fines unless other specific remedies have been stated in other portions of these rules. Three violations will result in suspension for the remainder of the year. All decisions are final.

4.59 Race Procedures

4.59.1 Race Procedures Defined

Race Procedures are the way an event is conducted. They include but are not limited to

- determinations regarding the eligibility of car for competition,
- qualifying procedures,
- the line-up of the cars,
- the start of the race,
- the control of cars throughout the race by flags, lights or other direct communication between Track Officials and competitors,
- the election to stop or delay a race,
- control of pit activity,
- flagging,
- the positioning of cars at any time,
- the assessments of lap and time penalties, and
- the completion of the race.

It does not include the assessment of penalties, disqualification, suspension, or fine. The rules in this section provide the framework for Track Officials to implement race procedures. In addition to interpreting and applying these rules, Track Officials are authorized to make such other determinations or take such other action as they determine to be necessary to promote consistent, fair competition for all competitors.

4.59.2 Finality of Race Procedures and Decisions

All decisions by Track Officials at the track involving race procedures are **final and non-appealable**, subject only to review by the Track Manager/ Promoter (if the decision involves the



interpretation or application of ARP Rules and if one (1) or more such Official determines that extraordinary circumstances exist that require such a review). In making such a determination, the interest of finality in competition results will be principal consideration. If the Track Management determines that the race procedure decision should be reviewed and that the decision was in error, the Track Management may take whatever action is deemed appropriate to initiate a remedy to the further the interest of fairness and finality in competition results.

Such action includes but is not limited to revising the official results; imposing penalties, disqualifications, suspensions, or fines; and awarding or subtracting points. The Track Manager/Promoter may alternatively elect not to take remedial action. All such decisions are final and non-appealable.

4.59.3 Official Starter

ARP Track Management will designate the official starter.

4.59.4 Reserved Right

ARP reserves the right to change, delete, or amend certain rules and procedures to facilitate sanctioned National Events held at the Raceway.

4.60 Gridding of Cars

4.60.1 Timing

All cars that are in the official starting line-up must be on the starting grid to participate five (5) minutes before the pace laps start unless otherwise directed by a Track Official. Any car in the official starting line-up and NOT on the starting grid before the start of the pace laps and permitted to enter the race will lose starting position and be placed in the rear of the field.

4.60.2 Failure to Hold Position

Drivers failing to hold their positions during the pace laps or jumping the green flag will be repositioned to the rear of the field.

4.61 ARP Registration

Drivers must be currently registered with ARP to garner points.

4.62 One Car, One Driver, One Day

4.63 Race Halt

4.63.1 Suitability of Track for Competition

Track Officials and Track Management will determine whether the racetrack is suitable for competition.

4.63.2 Stopping a Race

A RACE MAY BE STOPPED at the discretion of Track Officials and/or Track Management at any time they determine, in the exercise of their independent judgment, that the track is not suitable for competition.



4.64 Race Halt before One Lap Completion

4.64.1 Complete Restart

When a race is stopped before the completion of one (1) lap, there will be a complete restart in the original starting position, EXCEPT those cars involved in an accident, if any, or repositioning as directed by Track Officials, which must start to the rear of the field. Any cars causing a race to be stopped, such as a spinout, shall be considered as involved in an accident.

4.64.2 Line Up

When a race is stopped after the completion of at least one (1) lap. Cars will line up in the order in which they were running at the last completed lap. Those cars involved in an accident, if any, shall start to the rear of those not involved, regardless of the number of laps they have covered. If a car is permitted to enter the race after the starting flag is displayed, Track Officials must coordinate it.

4.65 Re-entry

A car will only be permitted to re-enter the racetrack after the race has started with the coordination of the appropriate officials, providing it took the original green flag to start the race. At NO time will a car be allowed to join a race if it was not on the track for the original green flag.

4.66 One Lap to Go Green Signal

When the starter gives the “one (1) lap to go green” signal, unless otherwise notified, cars will line up in columns of two (2) for restart, **except with ten (10) laps or less to complete the race, in which case the restart will be single file.**

4.67 Caution Period

Any cars involved in a caution period – such as spinouts, crashes, stall-outs, and any car causing a spinout or cars that cannot immediately drive to the Start/Finish line – will be considered part of the caution and must go to the back of the field for restart. Any cars that cannot immediately drive to the Start/Finish line will be considered a part of the accident and must go to the back of the field. All other cars will retain their position as determined by the track officials.

4.67.1 Three Caution Rule

Any car determined to have caused three cautions will be notified to leave the track.

4.68 Race Halt/Adverse Circumstances

When an event is halted due to rain, curfew, or adverse circumstances, the event may be completed the next scheduled race day or on a designated rain day make up, as designated by ARP Management, depending on the stage of the program that adverse circumstances occur.

4.69 Race Start/Race Finish

The start line at ARP is as you exit turn 4. However, the Official Starter (flag person), at their discretion, may choose to throw the Green Flag when the field of cars is in Turn 4 **prior to the start line. In this situation, the leader CANNOT be passed prior to the start line and the #3**



car CANNOT pass the leader prior to the finish line. Passing the leader will result in a restart. In the restart P1 & P2 will be inverted with P3 & P4.

4.70 Official Completion

4.70.1 Leader Completion of Advertised Distance

All races will be run until the leader has completed the advertised distance, as determined by Track Officials and Track Management. The length of the day's event will be determined by Track Officials and Track Management and announced during the drivers' meeting.

4.70.2 Prevention of Completion

When unforeseen circumstances prevent the completion of the advertised distance, the race will be considered officially completed after the halfway distance has been reached or surpassed by the leader, provided circumstances make it impractical to continue the race within a reasonable time after it has been stopped.

4.70.2.1 Stopping at Halfway Point

If a race is stopped at the halfway point and it is the feature or main event of the day, and most the classes that compete at ARP have completed their feature or main event for the day, the race day will be officially over, at which time points will be calculated and posted.

4.70.2.2 Stopping Before Halfway Point

If a race is stopped before the halfway point and the feature or main events for most classes competing at ARP, the program will be continued as described above in "Race Halt/Adverse Circumstances," entry fees held over, and rain checks issued to the spectators.

4.71 Pit Procedures – During Race

4.71.1 Pace Laps under a Caution Flag

During pace laps under a caution flag, drivers must maintain their position in relation to other cars in the field or as otherwise directed by Track Officials and will not be permitted to pass other competitors.

4.71.2 Cars Leaving the Track

Cars leaving the track during a caution flag will be placed at the rear of the field when, and if, they re-enter the race.

4.72 Flagging

4.72.1 Receiving Notice of a Flag

Track Officials will use flags to providing drivers with information. A driver is deemed to have received notice of a flag when the flag is raised above the top railing of the flag stand when his/her car reached the start line regardless of whether the driver has seen the flag.



4.72.2 Optional Flags

If a driver is informed of a decision or event by a Track Officials in a manner other than by use of flags, then the use of a flag in that situation is not necessary.

4.72.3 Flagger Decisions

Decisions of the flag person are final and cannot be protested.

4.73 Official Scoring

4.73.1 Official Scorer

The Track Official designated by Track Management to be the Official Scorer for an event is responsible for timing and scoring the event. The decisions of the Official Scorer, with respect to timing and scoring are final unless the Official Scorer elects to request a re-check by Track Officials and/or Track Management.

4.73.2 Correcting the Results

At the request of the Track Officials, or at the request of a driver, the Official Scorer may review the result after the completion of an event and will make any correction to the results as deemed appropriate, including, but not limited to, correcting missed or extra laps.

4.73.3 Requesting a Scoring Re-Check

The driver must request a scoring re-check, in person, within 30 minutes after the declaration of finishing position has been made by the Official Scorer. The finishing positions of an event, including any individual race, time trial, or qualifying race, shall not be considered official if a re-check is requested as provided herein, in which case the results of the event shall be considered official upon the announcement of the recheck decision by the Official Scorer, Track Officials, and/or Track Manager.

4.73.4 Re-Check Decisions

Decisions on a scoring re-check are final, non-appealable, and non-litigable.

4.74 Points

4.74.1 Competing Cars

ARP awards points to classes that have competing cars (see *4.10.2 Point Calculations*).

4.74.2 Track Sponsor Decals

All cars competing for points at ARP must provide space on their racecars for track sponsor decals. These decals must be in place to be eligible for any year-end point fund awards, cash prizes, and/or purse money on individual race events.

4.74.3 Decal Placement

The exact decal placement will be distributed with the decals.

4.75 Point Calculations

Point calculations are as follows:



No. Cars	Positions	Qualifying	Heats	Feature
20	1	10	10	30
19	2	9	9	28
18	3	8	8	26
17	4	7	7	24
16	5	6	7	22
15	6	5	6	20
14	7	5	6	18
13	8	4	5	16
12	9	4	5	14
11	10	3	4	12
10	11	3	4	10
9	12	2	3	9
8	13	1	3	8
7	14	1	2	7
6	15	1	2	6
5	16	1	1	5
4	17	1	1	4
3	18	1	1	3
2	19	1	1	2
1	20	1	1	1

4.76 Starting Positions

Starting positions may be determined by points, qualifying, or at the discretion of the Track Management.

4.77 Daily Prize Money

4.77.1 Minimum Cars in a Class

Classes with less than six (6) cars will not be eligible for purse monies.

4.77.2 Legal Race

Six cars must complete one lap of the feature race to be a legal race.

4.77.3 Lap Completion

Must complete one lap of the feature race to be eligible for payout money and points.

4.77.4 Payment

Prize money will be paid to the top ten racers that complete at least one lap in the feature.

4.77.5 ARP License

Competitors must have a sanction license (NASCAR, INEX, etc.) to qualify for daily prize money and be registered with ARP to qualify for points.



4.77.6 Prize Money Breakdown

Prize money will be paid as follows;

4.77.6.1 Late Models

- \$400 1st
- \$300 2nd
- \$200 3rd
- \$100 4th – 10th

4.77.6.2 All Other Classes

- \$300 1st
- \$200 2nd
- \$100 3rd
- \$50 4th – 10th

4.77.7 Tow Money

Racers who travel from the areas in or around Kenai or Fairbanks who complete at least one lap in the feature will receive \$50 tow money.

4.77.8 Class Sponsorships

If a class has a class sponsor that money goes either to the weekly payout or the year-end payout, top five (5) points leaders, as agreed to with the sponsor at the beginning of the season.

4.78 Season Prize Fund Money (Drivers' Points Fund)

4.78.1 Top Five Competitors

Season prize fund money will be paid to the top five (5) competitors within their respective class, based on total points earned by the class.

4.78.2 Payout Timing

Season prize fund money will be paid out at the Awards Banquet.

4.78.3 Licensing Requirement

Competitors qualify for the season prize fund money only if they are licensed by their sanctioning body.

4.79 ARP Registration

4.79.1 Annual Application and Fee

ARP requires that an application and fee be completed on a yearly basis. Competitors, sanctioned or non-sanctioned bodies, must be registered to qualify for season points and season prize fund money.



4.79.2 Car Registration

All recognized car divisions at ARP must be registered yearly, regardless of “independent” or “sanctioned” status. In non-sanctioned divisions, car registration secures your car number in your division of participation and provides first option for that number in the future.

4.79.3 Fees

Entry fees will be thirty-five dollars (\$35) for everyone entering the pits (car and driver, pit crew member or spectator) **or twenty dollars (\$20) with a NASCAR or INEX license**. Youth 3-13 will be \$10, and children 2 and under are free. *All minors are subject to section 4.3.3.*

4.79.4 Forms

Drivers competing at ARP are required to have the following forms on file with the business office of ARP:

- a. Sanction Membership and License number
- b. Driver Registration form
- c. Driver Emergency Information Form
- d. Driver Profile and Sponsor Information Sheet
- e. Pit Slot Application (if applicable)
- f. W-9

Minors (under the age of 18) will need these additional forms:

- g. Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement
- h. Minor’s Assumption of Risk Acknowledgement

4.80 Communications

4.80.1 Raceceivers

All drivers will use raceceivers.

4.80.2 Spotters

For Late Models and Baby Grands, radio communication between driver and spotter is required any time the car is on the racing surface.

4.80.3 Spotter Section

During events, a spotter (with driver communication) is required in the specified spotter section. Spotters must check in with the spotter’s official. If a driver does not have a spotter in the specified spotter section, the car will not be allowed on the racing surface. Spotters are required to have their car number indicated on their back (shirt, hat, headset). Only one spotter per car is allowed in the spotter section at a time.



4.80.4 Scanning the Tower

Spotters are required to scan the tower during all events. The tower broadcasts on channel 464.500

4.81 Transponders

Transponders are required and must be run always, including all practice sessions, to insure proper operation with scoring. Transponders may be rented from ARP. If a driver enters the racing surface with no transponder, he/she will be Black Flagged. If this happens during a race, the driver will relinquish his/her starting position and return to the pits to obtain a transponder. Transponders must be located on the right rear frame rail 12” behind the differential housing.

Class Rules

4.82 Late Model

4.82.1 Bodies

4.82.2 Description

Any stock appearing mid- or full-sized coupe or sedan.

4.82.3 Material

Fiberglass only; KEVLAR with Race Director’s pre-approval.

4.82.4 Body Type

Five Star-type bodies

4.82.5 Windshield

Windshield must be full width and height, front and rear.

4.82.6 Front

One-eighth inch (1/8”) Lexan™

4.82.7 Rear

One-eighth inch (1/8”) Lexan™

4.82.8 Spoilers

4.82.9 Height

Maximum six and one-half inch (6-1/2”) height

4.82.10 Width

Maximum sixty-inch (60”) width

4.82.11 Material

Material: See-through Lexan™



4.82.12Roof Height

Forty-seven inches (47") minimum measured ten inches (10") back from the top center of the windshield

4.82.13Rear Quarter Panel Height

Thirty-four and one-half inches (34 1/2") maximum

4.82.14Chassis

4.82.15Allowed

Stock front clip or fabricated tubular frames are allowed.

4.82.16Hand-Fabricated Frames

Hand-fabricated frames must be two inches by three inches (2" x 3") square or one and three-quarters inches by .095 inches (1 3/4" x .095") DOM round tubing or equivalent, as determined by ARP.

4.82.17Bottom Main Frame Rails

Bottom main frame rails must be two by three inches (2" x 3") square tube minimum.

4.82.18Tubing Requirements

Tubing requirements for roll cage and door bars will be a minimum of one and three-quarters by .095 inches (1 3/4" x .095") DOM wall.

4.82.19Roll Cage

Roll cages must be a minimum of six (6) points and padded within the driver's reach.

4.82.20Door Requirements

Driver's side door must have four (4) horizontal bars, and the passenger door must have three (3) door bars, with 10-gauge plate covering the outside of the door bars, extending from A post to B post on driver's side.

4.82.21Door Alternatives

NASCAR-type chassis X bars and no plate on right side acceptable with prior ARP approval.

4.82.22Firewalls

4.82.22.1 Fabrication and Fire Suppression

Firewalls must be fabricated from a MINIMUM twenty (20) gauge magnetic sheet metal and may be altered to allow clearance for headers. If the minimum standard is not complied with, the driver must install an operable on-board fire suppression system. A fire suppression system is preferred in all cars.

4.82.22.2 Seal-off

Firewall must completely seal off the driver from the engine compartment and trunk area.



4.82.23 Bumpers

4.82.23.1 Damage

Any bumper by construction or design that may cause damage to another car is not allowed.

4.82.23.2 Single Tube

Single tube-type bumpers only. (Material see 5.1.5.4 Wall Thickness.)

4.82.23.3 Height Requirement

Should roughly follow 5-Star ABC Rules (on body).

4.82.23.4 Wall Thickness

One and three-quarters by .095 inches (1 ¾" x .095") wall thickness maximum

4.82.24 Engine

4.82.24.1 Block

Factory-type CAST IRON BLOCKS

4.82.24.2 Crate Engines

GM Sealed Crate Engine PN: 88958604 and 19318604 with a 6400 chip and a 650-tool legal carburetor is the ONLY crate engine allowed.

4.82.24.3 Cubic Inches GM and Ford

Three hundred sixty (360) cubic inches maximum for GM and Ford

4.82.24.4 Cubic Inches Dodge and Chrysler

Three hundred seventy-two (372) cubic inches maximum for Dodge and Chrysler

4.82.24.5 Carburetor Spacer

One carburetor spacer allowed one inch (1") thick maximum, may be installed between the carburetor and intake manifold.

4.82.24.6 Return Springs

Two (2) return springs required on carb.

4.82.24.7 Headers

All type headers allowed.

4.82.24.8 Oil Pumps

External oil pumps are NOT allowed.

4.82.24.9 Ignition

Any battery-powered ignition



4.82.24.10 Magnetos

NO MAGNETOS ALLOWED.

4.82.24.11 Heads

Aluminum heads allowed.

4.82.24.12 Location

Engine and transmission location must remain within two inches (2”) of centerline of tread width.

4.82.24.13 Setback

Maximum of four-inch (4”) setback from #1 spark plug to upper ball joint.

4.82.24.14 Ethylene Glycol

NO ethylene-glycol allowed. Water only. Water-Wetter type additive permitted.

4.82.25 Weight Minimums, Wheelbase, and Scaling Percentages

4.82.25.1 Base Weight with Driver

4.82.25.2 Crate “604” Sealed Engine

Six hundred fifty (650) CFM tool legal carb: two thousand seven hundred (2,700) pounds minimum with 6400 chip.

4.82.25.3 Unsealed 604 Crate, CT 525, Hamner/McGunegill, or any other non-compliant Engine

Any non-factory sealed 604 Crate or other non-compliant engine weight two thousand nine hundred (2,900) pounds minimum.

4.82.25.4 Wheelbase

One hundred one inches (101”) minimum

4.82.25.5 Scaling Percentages

4.82.25.6 Left Side

Fifty-eight percent (58%) MAXIMUM left-side weight

4.82.25.7 Composition and Timing of Weights

All weights are with fuel and driver before the race.

4.82.26 Transmission

4.82.26.1 Operation

Must operate in forward and reverse.

4.82.26.2 Scatter Shield

An approved scatter shield is required for a manual transmission.



4.82.26.3 Leaks

Transmissions must not leak.

4.82.27Rear-ends

4.82.27.1 Quick Change

Quick change rear-ends are allowed.

4.82.28Differentials

Differentials may be locked, welded, or spooled.

4.82.29Traction Devices

NO traction devices allowed.

4.82.30 Suspension Components

4.82.30.1 Front

Allowed: Tubular A-arms, coil-over shocks, weight-jacking screws, spring rods, trailing rods, after-market rack and pinion steering.

4.82.30.2 Right Front Spindle

Right front spindle MUST be heavy duty.

4.82.30.3 Power Steering

Power steering is highly recommended.

4.82.30.4 Rear

Allowed: Leaf springs, coil springs, coil-over shocks, steel weight jacks, Panhard bars and/or "J" Bars, three-point suspensions with dampener (hydraulic or hydraulic coil-over), four-link suspensions.

4.82.30.5 Rear Sway Bars

Rear sway bars are not allowed.

4.82.30.6 Inside-Car Adjustments

NO inside-car adjustments for suspension.

4.82.31 Shock Absorbers

4.82.31.1 Allowed

Adjustable shocks are allowed. One shock per wheel. NO remote reservoir or remote adjustable shocks allowed.

4.82.31.2 Weight break

Fifty (50)-pound weight break. Any twin tube, non-adjustable shock with a maximum \$200 manufacturer's retail price may be used. Rebuildable shocks are OK. Must use all



four (4) shocks to receive fifty-pound (50-lb.) weight break. Manufacturer components must be used, valving optional.

4.82.31.3 Post-Race Disassembly

Post-race shock disassembly is the responsibility of the car owner/crew chief.

4.82.32 Wheels

4.82.32.1 Width

Ten-inch (10”) wide steel racing wheels only.

4.82.32.2 Hubs

May be “Wide 5 type” on aluminum racing hubs.

4.82.32.3 Bead Locks

NO bead locks.

4.82.32.4 Wheel Well

Tires/wheels are not to extend outward beyond the body’s wheel well.

4.82.33 Brakes

4.82.33.1 Count

Must have four (4)-wheel brakes.

4.82.33.2 Front/Rear Adjustment

Front/rear bias adjustment okay.

4.82.33.3 Left/Right Adjustment

NO left/right bias adjustment.

4.82.33.4 Pressure Regulation

NO blocked pressure regulating devices on brakes.

4.82.34 Tires

4.82.34.1 Type

Ten-inch (10”) maximum American Racer Spec tire 27.0 x 10.0 x 15 tires

4.82.34.2 Purchase

Tires must be purchased from ARP.

4.82.34.3 Alteration

At no time are softener, additives, chemicals, enhancers, or strengtheners to be applied to any tire, inside or outside.

4.82.34.4 Initial Supply

Initial supply is eight (8) tires.



4.82.34.5 Additional Tires

Initial purchase of eight (8) tires at the beginning of the race season and then two (2) tires per competition race day.

4.82.34.6 Damage

If a tire is damaged in an accident, it can be replaced; the replacement tire will not be counted against a driver's tire allotment.

4.82.34.7 Changes

The tires used for qualifying must also be used in the main event. Any tire changes must be approved by track officials and be from tires in the driver's inventory.

4.82.34.8 Swaps

If a driver must install a different tire on his/her car after qualifying and the tire is new [ten (10) laps or less], the driver will start at the back of the events for the day.

4.82.34.9 Ownership

The tires belong to the driver and not the car, unless a car has more than one driver, which must be declared the first night the car competes.

4.82.34.10 Tread Width

Tread width will be measured at spindle height.

4.82.35 Fabricated Front End

Fabricated front end sixty-seven inches (67") maximum (zero tolerance).

4.82.36 Stock Stub

Stock Stub sixty-nine inches (69") maximum.

4.82.37 Fuel System and Fuel

4.82.37.1 Fuel Cell

Commercially manufactured fuel cell is REQUIRED; capacity maximum twenty-two (22) gallons.

4.82.37.2 Fuel Pump

Mechanical fuel pumps only. NO electric pumps allowed.

4.82.37.3 Tank Guards

Fuel tank guards must extend one-half inch ($\frac{1}{2}$ ") below fuel cell, must be one and one-half inches ($1 \frac{1}{2}$ ") MINIMUM tubing with minimum twenty-two (22)-gauge metal pan; eight-inch (8") minimum height.

4.82.37.4 Fuel

Fuel will be pump gas, Avgas, octane boosters, or racing fuel, purchased from track if available.



4.82.37.5 Octane

Maximum one hundred ten (110) octane fuel.

4.82.38 Seat and Seat Belts

4.82.38.1 Seat

Aluminum factory-built racing-type seat for driver only.

4.82.38.2 Belts

Seat belts will be five (5)-point safety harness type.

4.82.38.3 Requirements

See 4.2.4 Seat Belts and Harnesses for additional information on harnesses.

4.82.39 Electrical

4.82.39.1 Switch

Must be wired with an ON/OFF switch which is clearly marked.

4.82.39.2 Accessibility

Shut-off switch must be accessible from both sides of the car.

4.82.39.3 Battery Restraint

Battery must be secured with a metal top restraint.

4.82.39.4 Battery Location

Battery will not be located within the driver's compartment.

4.82.40 Additional Rules

4.82.40.1 Application

All cars MUST comply with section 4 Minimum Specifications applicable rules.

4.82.40.2 Ground Clearance

Minimum ground clearance of three inches (3") for frame, body, transmission, engine, and suspension with driver in the vehicle.

4.82.40.3 Dragging Steel

Racer will be Black Flagged for any steel dragging on the track.

4.82.40.4 Overflow Canister

Overflow canister [one (1) gallon capacity] from radiator must be mounted ahead of firewall; it's recommended to vent the overflow to the right side of the windshield and within the driver's view.



IF A RULE IS NOT SPECIFICALLY PROVIDED FOR IN THESE RULES OR THE GENERAL RULES, IT IS NOT ALLOWED. ALL CARS IN THIS CLASS MUST ALSO CONFORM TO THE APPLICABLE GENERAL RULES AND SAFETY RULES. ALASKA RACEWAY PARK RESERVES THE RIGHT TO ADD, DELETE, SUPERSEDE, OR MODIFY ANY RULES EXHIBITS OR DRAWINGS THAT IT DEEMS NECESSARY FOR THE BETTERMENT OF RACING AND/OR SAFETY.

4.83 Bomber Stock

4.83.1 Competing Models – Eligibility

4.83.1.1 Age

Any coupe, sedan or station wagon. No convertibles, vans, or jeeps.

4.83.1.2 Wheelbase

Minimum stock wheelbase allowed for cars and trucks will be 112”. Lengthening or shortening stock wheelbases is not allowed on cars. Truck chassis may be shortened to 116”.

4.83.1.3 Disallowed

The following cars are NOT ALLOWED under any circumstances: 1978-1987 Monte Carlo or any G-Body including Malibu, Camaro/Firebird, Nova/Ventura/Apollo/Omega, Dart/Duster, Mustangs, etc.

4.83.1.4 Size

Strictly full-sized, economy-based class, no performance or mid-size cars of any type will be allowed.

4.83.1.5 Installations

All installations must be tech approved

4.83.1.6 Original Numbers

All casting numbers and part numbers must remain intact and unaltered.

4.83.1.7 Trucks

Pickup trucks must meet all the same rules as the cars in sections 5.2, unless specified within the individual section.



4.83.2 Bodies

4.83.2.1 Material

Complete bumper-to-bumper steel body must be used. Replacement body panels may be fabricated using sheet metal, no aluminum except hoods.

4.83.2.2 Floorpan

The stock floor pan location must be maintained between the frame rails and have a full rear firewall. Rear firewall and floorpan may be repaired and constructed of sheet metal. Passenger side floorboard cannot be eliminated.

4.83.2.3 Frames

Car and truck frames must be strictly stock. No frame cutting or shortening allowed except trucks shortening behind cab only to a minimum of 116" wheelbase and rear rails replacement behind the rear spring pockets.

4.83.2.4 Hoods

Hood must be kept in place at all times, minimum 2 hood pins or fasteners are mandatory. Hood bracing may be removed.

4.83.2.5 Body Sheet Metal

Body sheet metal must be kept in place at all times.

4.83.2.6 Lights/Trim

All lights, trim and upholstery must be removed.

4.83.2.7 Doors

All doors must be welded or riveted shut with filler sheet metal or small pieces of metal plate/strap.

4.83.2.8 Door Panels

Inner panel of doors may be removed.

4.83.2.9 Disallowed

The following may NOT be removed: stock front firewall. Rust may be repaired with patch panels (minimum 20-gauge steel).

4.83.2.10 Replacement Parts

Fenders, doors, hood, trunk may be replaced with steel sheet metal. Roof must be stock, bracing may be removed.

4.83.2.11 Spoilers

Spoilers are allowed, not to exceed 6 inches in height. No aero improving wings of any type.



4.83.2.12 Truck Beds

Truck beds may have all inner bracing and flat area of the bed removed. Beds on trucks, el caminos, rancheros, etc, may be covered with sheet metal. No fiberglass or plastic bed covers or canopies.

4.83.2.13 Body Swaps

Body swaps are allowed onto other chassis' that meet all the frame rules.

4.83.2.14 Pedals

Pedals must remain in stock location on the firewall. No fabricated mounts that allow set back to allow driver placement and seats moved towards the rear of the car.

4.83.3 Frames

4.83.3.1 Stock

Stock frames only.

4.83.3.2 Clearance

B. Minimum clearance of 6" is required, measured under any point of the frame rail, with driver in car.

4.83.3.3 Alterations

No alterations or customizing of the chassis, other than for mounting the roll cage. Rusted frames may be repaired or patched. Rear frame rails behind the axle may be replaced with tubing.

4.83.3.4 Roll Cage

Minimum 6-point roll cage must be attached securely and safely to frame. Minimum of 1-1/2" diameter, .095 wall tubing required. Minimum of 3 drivers door bars and 2 passenger door bars. Drivers door bars must be plated with minimum of 1/8 steel plate to protect the driver.

4.83.3.5 Rub Bars

Exterior nerf bars/rub bars permitted. They may not extend past the tires and be free of sharp edges.

4.83.3.6 Trucks

Trucks may have outriggers welded to the frame rails for attaching the cage to provide sufficient mounting clearance.

4.83.4 Suspension

4.83.4.1 Springs

Racing springs allowed in stock location for the make and model of car. Springs may be cut.



4.83.4.2 Weight Jacks

Weight jacks are not allowed. Non-adjustable spring spacers allowed.

4.83.4.3 Frame Alteration

Cutting the frame for clearance is not allowed

4.83.4.4 Shocks

Shocks must be OEM for make and model, in stock location, with factory stamp visible. No racing shocks.

4.83.4.5 Suspension

Suspension mounting points and spring cups cannot be altered.

4.83.4.6 Sway Bars

Sway bars are allowed, maximum 1.5" in diameter.

4.83.5 Steering Components

4.83.5.1 Stock

Stock steering only. No aftermarket parts designed to lower, widen, correct bump steer, or geometry.

4.83.5.2 Steering Quickeners

No Steering quickeners allowed.

4.83.6 Engines

4.83.6.1 Stock

Engines must remain stock except for intakes and camshafts. All engines are subject to tech approval.

4.83.6.2 LS Engines

Gen 3 or Gen 4 Iron block 4.8/5.3 LS Engines approved with MSD 6014 ignition only 5000rpm max rev limit. No 6.0/6.2/7.0. No single plane intake. Cathedral style intake port heads, no rectangle port heads. 2-barrel with manifolds only, no 4-barrels or headers allowed. LS Engines require 100# additional weight near the block along the right front frame rail forward of the plate.

4.83.6.3 Blocks

Engine blocks must be a steel V-8 type or V-6 type and be stock factory production.

4.83.6.4 Intake Manifolds

Edelbrock performer or similar recommended. Aluminum intake manifolds allowed with prior tech approval. No high-rise or air-gap manifolds.



4.83.6.5 Carb Spacers

Maximum of 1” carb spacers allowed. 2-and-4 barrel carb adapters count towards the total of 1” spacing.

4.83.6.6 OEM

All internal engine parts must remain OEM specifications as to size, shape, weight and finish.

4.83.6.7 Rebuild

Any procedure associated with a common rebuild will be allowed.

4.83.6.8 Engine Mounts

Engine and transmission mounts may be solid. Engine swaps into other manufacturer chassis’s must have first spark plugs no farther back than in line with the front suspension ball joints.

4.83.6.9 Heads

Cylinder heads must be stock factory productions. No roller rockers.

4.83.6.10 Valves

Valves must be stock factory production specifications. No valve jobs, no porting or polishing.

4.83.6.11 Camshafts

No cams bigger than 470. Hydraulic lifters only, no solid lifters.

4.83.6.12 Swaps

Engine and transmission swaps allowed between manufacturers.

4.83.7 Engine Cooling System

4.83.7.1 Fans

Stock fans or electric fans allowed.

4.83.7.2 Catch Can

Water overflow catch can unit required.

4.83.7.3 Coolant

No anti-freeze or other coolant in radiators. Water only.

4.83.8 Engine Exhaust System

4.83.8.1 Placement

Exhaust must extend behind driver and cannot pass through the drivers compartment.

4.83.8.2 Size

Maximum exhaust size 2 ½”.



4.83.8.3 Exhaust Manifolds

Stock cast iron exhaust manifolds required with 4-barrel carbs.

4.83.8.4 Headers

Headers allowed with 2-barrel carbs.

4.83.9 Transmission

4.83.9.1 Stock

All parts to remain stock.

4.83.9.2 Torque Converter

Automatic transmissions must have OEM torque converter.

4.83.9.3 Valve Bodies

Manual valve bodies are allowed.

4.83.9.4 Driveshaft

Driveshaft must be painted white and have at least one safety hoop.

4.83.10 Brakes

4.83.10.1 Type

Stock four-wheel brakes required in good working order.

4.83.10.2 Function

All brakes must function. Brake pads and calipers may not be modified.

4.83.10.3 Adjustors

No bias adjustors allowed.

4.83.11 Tires & Wheels

4.83.11.1 Tire Type

DOT street-type tire except right front. No performance, autocross, racing tires or slicks allowed on the left front, and both rears.

4.83.11.2 Size

8" wide maximum DOT tires on left side. 245mm maximum width allowed on the right rear. Factory size printed on the sidewalls may not be removed.

4.83.11.3 Right Front

Right front may be Alaska Raceway Park approved Thunderstock racing slick. Takeoffs and new purchases allowed.

4.83.11.4 Wheel Size

Maximum 8" wide steel wheel only. 15" and 16" are the only allowed wheel diameters. Steel racing wheels are allowed.



4.83.11.5 Wheel Material

No aluminum, magnesium, or similar type wheels.

4.83.11.6 Bleeder Valves

No bleeder valves permitted.

4.83.11.7 Studs & Lug Nuts

Oversize studs and 1” lug nuts recommended.

4.83.12 Electrical System

4.83.12.1 Battery Location

Battery may be located behind the driver and securely fastened.

4.83.12.2 Master Switch

Mandatory master switch must be clearly labeled and located within reach of the driver and track officials.

4.83.12.3 Battery Required

All cars must have a battery.

4.83.12.4 Starters

All cars will have starters in good working order with switches clearly marked, and accessible to the driver while strapped in, as well as from outside the car. All cars must be able to start on their own power.

4.83.12.5 Ignition

Stock ignition only. No MSD type aftermarket performance parts allowed, including but not limited to, coil, module, cap, rotor, etc.

4.83.12.6 Distributors

Stock HEI replacement distributors are allowed in all engine makes and models.

4.83.13 Fuel System

4.83.13.1 Fuel Cell Location

Fuel cell must be located in the trunk area with a firewall separating it from the driver. Station wagons must have the fuel cell area sealed off with sheet metal from the driver in a similar manner to a sedan.

4.83.13.2 Rear Firewall

No gaps or holes allowed in rear firewall.

4.83.13.3 Fuel Cell Bottom

The bottom of the fuel cell may not be lower than the bottom of the frame rails.



4.83.14 Carburetor & Fuel Injection

4.83.14.1 Double Pumpers

No dual line double pumpers.

4.83.14.2 Carburetor Type

One 2-barrel or one 4-barrel carburetor. EFI allowed for stock make and model.

4.83.14.3 Fuel Pump

Stock mechanical fuel pump or aftermarket fuel pump allowed for carbureted engines. Vehicles with electric fuel pumps must have low-oil pressure shutoff installed and functioning.

4.83.14.4 Electronics

Inline electronic fuel pump and electronic fuel injection permitted in stock configuration.

4.83.14.5 Carb Swaps

Carburetor swaps allowed on engines and cars that came with factory EFI or TBI. The same rules for intake manifolds, fuel pumps and carburetors must be followed for all EFI/TBI to carburetor swaps.

4.83.14.6 Throttle Return Springs

Two throttle return springs MANDATORY on all carburetors, mounted on engine.

4.83.14.7 Air Filters

Dry paper filters only. Maximum air filter element height is 3 inches. Top and bottom to be same diameter, no flow diverters of any type allowed.

4.83.14.8 Modifications

No other modifications allowed to any carburetor or fuel injection system allowed.

4.83.14.9 Vacuum Leaks

No controlled vacuum leaks allowed.

4.83.15 Fuel

4.83.15.1 Fuel Type

Pump fuel only. Maximum 90 octane. AV gas or racing fuel are not allowed.

4.83.16 Rear End

4.83.16.1 Rear Differential

Differential may be open, welded, or limited slip allowed.

4.83.16.2 Rear End Swaps

Ford 9" swaps are allowed in all makes and models using the factory stock mounting points from the donor car, including the control arms or leaf springs



4.83.16.3 4WD

Trucks must be rear-wheel drive only. 4wd is not allowed.

4.83.17 Seats & Safety Equipment

4.83.17.1 Seat Type

Aluminum racing seat is required. Full containment seat is recommended. No plastic or fiberglass seats.

4.83.17.2 Seat Installation

Seat must be securely bolted with a grade 8 hardware, minimum of 3/8" bolts. Washers must be used on both sides.

4.83.17.3 Racing Harness

5-point, SFI rated racing harness with quick release is mandatory. 3" wide lap and shoulder belts required. All belts shall be attached to roll cage using minimum 3/8" grade 8 hardware or looped around roll cage.

4.83.17.4 Seat Belts

Safety harnesses/seat belts may be no more than 3 years old. Date must be legible on the belts.

4.83.17.5 Helmet

Helmet must be closed-face, meet Snell 2015 rated, bear proper identification, and have no signs of previous damage.

4.83.17.6 Window Net

SFI rated window net is required on the drivers side. Release must be at the top.

4.83.17.7 Shoes & Gloves

Approved racing shoes and gloves and are mandatory.

4.83.17.8 Fire Extinguisher

Current test date (2 pound minimum) fire extinguisher to be installed in the car within the drivers reach while strapped in. Steel mounts only, no plastic.

4.83.18 Mirrors

4.83.18.1 Mirrors are allowed.

Can't extend outside the body. Maximum size 2.5" tall by 27.75" wide.

4.83.19 Bumpers

4.83.19.1 Bumper Requirements

Stock bumpers or tubular are required. Interchange is allowed, the bumper width must match the car. No sharp edges



4.83.19.2 Factory Backing

Stock bumpers may have factory backing replaced with tubing.

4.83.20 Weights

4.83.20.1 Minimum Weight

112" minimum wheelbase must be 3000 pounds with maximum 55% left side weight.

4.83.20.2 Ballast

Ballast must be painted white and securely bolted or welded to the chassis.

4.83.21 Windows

4.83.21.1 Windshield & Windows

Stock windshields and windows must be removed

4.83.21.2 Windshield

Minimum of 1/8" thick Lexan or steel wire mesh are required to cover the windshield area in front of the driver.

4.83.21.3 Rear Window

Back window and all other glass must be removed.

4.83.21.4 Mirrors

No mirrors outside the car. All mirrors subject to tech approval.

4.83.22 Appearance & Identification

4.83.22.1 Car Numbers

All cars will display a 1-or-2-digit number.

4.83.22.2 Number Placement

Numbers will be a minimum of 18" on the roof and both door panels. Numbers on the roof are to face toward scoring tower (flag stand).

4.83.23 Communication

4.83.23.1 Two-way Radios

The use of two-way radio for communication with a spotter and/or pit crew member is not allowed.

4.83.23.2 Raceceivers

Raceceivers are required

4.83.23.3 Transponders

Transponders required.



4.83.24 Race Program

4.83.24.1 Cautions

Drivers will be warned after causing one caution. They will be black-flagged for causing more than one caution in a single race (heat or feature).

4.83.24.2 Feature Winners

Feature winners from previous race will start at the tail end of the feature lineup regardless of qualifying position.

4.83.24.3 Lineups

Features will be inverted with faster cars to the rear.

IF A RULE IS NOT SPECIFICALLY PROVIDED FOR IN THESE RULES OR THE GENERAL RULES, IT IS NOT ALLOWED. ALL CARS IN THIS CLASS MUST ALSO CONFORM TO THE APPLICABLE GENERAL RULES AND SAFETY RULES. ALASKA RACEWAY PARK RESERVES THE RIGHT TO ADD, DELETE, SUPERSEDE, or MODIFY ANY RULES EXHIBITS OR DRAWINGS THAT IT DEEMS NECESSARY FOR THE BETTERMENT OF RACING AND/OR SAFETY.

4.84 Thunder Stock

4.84.1 Bodies

4.84.1.1 Allowed

Any American-made hardtop production auto, with a minimum one-hundred-one-inch (101”) wheelbase.

4.84.1.2 Disallowed

NO OEM High Performance cars allowed.

4.84.1.3 Wheelbase

Rear wheel drive only with a stock wheelbase. (See 5.3.6 Weight Minimums and Dimensions.)

4.84.1.4 Glass and Trim

All glass and trim will be removed.

4.84.1.5 Hoods and Deck Lids

All hoods and deck lids will be secured with hood pins. Stock hinges allowed in stock positions; stock remote hood releases must be disabled.



4.84.1.6 Doors

Doors must be welded.

4.84.1.7 Stock Locations

All suspension mounting points must remain in stock locations and must be functioning properly. Engine set-back allowed: #1 plug must be even or in front of upper ball joint.

4.84.1.8 Rub Bars and Nerf Bars

NO external rub bars and/or nerf bars allowed. Exceptions will be made for non-ARP regular racers. Two (2)-race weekend maximum exemption.

4.84.1.9 Windshield

4.84.1.10 Material

Windshield must be one-eighth inch (1/8") Lexan™ or one-inch (1") mesh wire screen.

4.84.1.11 Height and Width

Windshield must go full width and height (totally encompass).

4.84.1.12 Support Bars

Windshield must have three (3) support bars.

4.84.1.13 Removals

4.84.1.14 Bracing

Hood and deck lid bracing may be removed.

4.84.1.15 Front Fender Wells

Front fender wells may be removed.

4.84.1.16 Inner Door Panels

Inner door panels may be removed to accommodate roll cage installation and door bars.

4.84.1.17 Spoiler

OEM spoiler or maximum six-inch (6") high aluminum or Lexan™ spoiler no wider than the chassis.

4.84.2 Chassis

4.84.2.1 Roll Cages

Roll cages must be a minimum of six (6) points and padded within the driver's reach.

4.84.2.2 Driver's Door

Driver's side door must have three (3) horizontal bars, DOM one and three-quarters by .095 inch (1¾ x .095") round tubing.



4.84.2.3 Passenger's Door

Passenger side door must have two (2) horizontal bars, DOM one and three-quarters by .095 inch (1³/₄ x .095") round tubing.

4.84.2.4 Door Bars

Door bars must have ten (10)-gauge plate covering the outside extending from A post to B post on driver's side.

4.84.2.5 Welding

Cages and roll bars in unibody style cars must be welded to steel pads which must be welded to the strongest part of the floor pan or sub frame if available.

4.84.2.6 Frame Rails

Frame rails behind rear spring pockets may be reconstructed, due to rust or damage, with prior approval from ARP management.

4.84.3 Firewalls

4.84.3.1 Material

Firewalls must be fabricated from a minimum of twenty (20)-gauge aluminum or steel sheet metal.

4.84.3.2 Integrity

Firewalls must completely seal off driver from engine compartment and fuel cell area including originally manufactured holes.

4.84.3.3 Fire Suppression

An onboard operable fire suppression system is highly recommended; an up-to-date fire extinguisher in good working order is mandatory.

4.84.4 Bumpers

4.84.4.1 Type

STOCK bumpers or dual-bar bumpers manufactured from maximum one and three quarters by .095 inch (1 ³/₄ x .095") DOM tube steel.

4.84.4.2 Alteration

Bumpers may be welded on but may NOT be reinforced.

4.84.4.3 No Damage

Any bumper, by construction or design, that may cause damage to another car, is not allowed.

4.84.5 Engine

4.84.5.1 Minimum

Six (6) cylinders.



4.84.5.2 Maximum

Eight (8) cylinders. Part #809-88958602 crate motor is allowed.

4.84.5.3 Engine Blocks

Engine blocks must be absolutely stock! NO MODIFICATIONS ALLOWED.

4.84.5.4 Boring

Boring allowed; maximum overbore .060 for cleanup.

4.84.5.5 Decking and Squaring

NO decking, no squaring.

4.84.5.6 GM

GM products may run 350 (maximum).

4.84.5.7 Ford

Ford may run 302 or 351 (maximum).

4.84.5.8 Mopar

Mopar may run 318, 340, or 360 (maximum).

4.84.5.9 LS Engines

Gen 3 or Gen 4 Iron block 4.8/5.3 LS Engines approved with MSD 6014 ignition only 5000rpm max rev limit. No 6.0/6.2/7.0. No single plane intake. Cathedral style intake port heads, no rectangle port heads. 2-barrel with manifolds only, no 4-barrels or headers allowed. LS Engines require 100# additional weight near the block along the right front frame rail forward of the plate.

4.84.5.10 Cylinder Heads

Must be cast iron. Vortec cast-iron heads are acceptable.

4.84.5.11 Cubic Centimeters

Must be stock c.c.

4.84.5.12 Valve Jobs

Valve jobs may be done but absolutely stock valves will be run.

4.84.5.13 Five-Angle Valve Jobs

NO five (5)-angle valve jobs.

4.84.5.14 Crank Shafts

4.84.5.15 Cast or steel cranks allowed. No alterations except for balancing.



4.84.5.16 Ignition

4.84.5.17 Ignition

HEI is acceptable.

4.84.5.18 Modules

Ignition modules cannot be changed.

4.84.5.19 Computer Chips

Computer chips must be stock passenger car chips only.

4.84.5.20 High-Performance Chips

NO high-performance chips.

4.84.5.21 GM

GM modules must have GM stamp.

4.84.5.22 Ford

Ford modules must have Ford stamp.

4.84.5.23 Mopar

Mopar modules must have Mopar stamp.

4.84.5.24 Fuel Delivery Systems (Carburetors, Throttle Bodies, and Fuel Injection)

4.84.5.25 Fuel Injection

Fuel injection, if used, must remain stock and be unaltered.

4.84.5.26 Carburetors

Any unaltered carburetor is allowed with the following restrictions:

- Racers who choose to run a four (4)-barrel carburetor must have cast-iron exhaust.
- Racers who choose to run a two (2)-barrel carburetor are allowed to run headers: 1.75" maximum tube diameter.

4.84.5.27 Alterations

NO altering of carburetors.

4.84.5.28 Chokes

Chokes may be wired open or removed.

4.84.5.29 Adapter Plates

Adapter plate allowed with two (2)-barrel carburetors.



4.84.5.30 Gasket

Only one stock OEM type baseplate gasket.

4.84.5.31 Spacer Plate

One-inch (1”) spacer plate maximum.

4.84.5.32 Air Cleaners

4.84.5.33 Type

Stock air breathers or aftermarket open air cleaners required.

4.84.5.34 Material

Paper elements only.

4.84.5.35 Gauze

NO gauze air filters.

4.84.5.36 Air Ducts

NO outside air ducts allowed.

4.84.5.37 Intakes

4.84.5.38 Dual Plane

Any unmodified dual plane intake is allowed.

4.84.5.39 Exhaust Manifolds

4.84.5.40 Stock

Exhaust manifolds must be cast-iron manifolds if the racer chooses to run a four (4)-barrel carburetor. Headers with a maximum 1.75” diameter will be allowed if the racer chooses to run a two (2)-barrel carburetor.

4.84.5.41 Modifications

NO modifications to exhaust manifolds allowed.

4.84.5.42 Porting, Polishing, Gasket Matching

NO exhaust manifold porting, polishing, or gasket matching.

4.84.5.43 Dual Exhaust

Dual exhaust allowed. See [4.4.10 Mufflers](#) for muffler rule.

4.84.5.44 Radiators

4.84.5.45 Stock

Any radiator is allowed.

4.84.5.46 Location

Must fit in stock location for year, make, and model of car being run.



4.84.5.47 Water

Water only. Water Wetter-type additive is permitted.

4.84.5.48 Overflow

Radiator overflow can – one (1) quart capacity – must remain under hood. See 5.3.16.3 Radiator Overflow.

4.84.6 Weight Minimums and Dimensions

4.84.6.1 Wheelbase

MINIMUM wheelbase one hundred one inches (101”).

4.84.6.2 Ballast Weights

Ballast weights allowed per 4.4.7 Weights.

4.84.6.3 Weight

Minimum weight three thousand (2,900) pounds with fuel and driver.

4.84.6.4 Left Side

Fifty-eight percent (58%) maximum left-side weight.

4.84.7 Transmissions

4.84.7.1 Stock

Transmissions must remain stock.

4.84.7.2 Automatic Transmissions

4.84.7.3 Modifications

NO modifications of any type.

4.84.7.4 Leakage

Automatic transmissions must not leak and must be equipped with elevated vent tube and/or catch tank.

4.84.7.5 Shifter

Floor-mounted street and/or stock style shifter allowed for automatic transmission.

4.84.7.6 Standard Transmission Clutch Systems

4.84.7.7 Stock

Stock clutch disks only.

4.84.7.8 Solid

NO solid clutch disks.



4.84.7.9 Type

Spring type only.

4.84.7.10 Fly Wheel

4.84.7.11 Stock

Stock fly wheels only.

4.84.7.12 Aluminum

NO aluminum fly wheels.

4.84.7.13 Modifications

NO lightening or drilling of holes allowed.

4.84.7.14 Re-facing

Re-facing permitted. Must be within one (1) pound of factory specifications.

4.84.7.15 Pressure Plate

Pressure plate must be stock only.

4.84.7.16 Bell Housing

4.84.7.17 Scatter Shields

Scatter shields are highly recommended but not required.

4.84.8 Drive Axles

4.84.8.1 Stock

4.84.8.2 OEM-style after-market axles permitted; floater axles are approved.

Nine-inch (9") Ford differential is acceptable. Differentials may be locked, welded, or spool type.

4.84.9 Suspension Components

All suspension component mounting points (both front and rear) must remain in the stock locations. No weight jacks.

Adjustable and coil-over shocks not permitted.

4.84.9.1 Bolts

Right front upper A-arm bolts may be lengthened to gain camber.

4.84.9.2 Strut Towers

Strut towers may be cut and welded to allow maximum of six (6) degrees of camber.

4.84.9.3 Springs

Springs may be cut or bent. OEM interchange allowed subject to tech inspection. Springs must remain in their stock locations.



4.84.9.4 Modifications

Using OEM components, modifications may be made to adjust camber and caster as necessary.

4.84.9.5 Studs

Heavy-duty wheel studs. Required minimum size one-half inch (1/2").

4.84.9.6 Weight Jackers

No weight jackers of any kind allowed.

4.84.9.7 A-arms

Non-adjustable tube-type upper A-arms are acceptable. A-arm mounting (both upper and lower) points must remain unaltered in the stock locations.

4.84.10 Wheels

4.84.10.1 Type

Stock steel OEM or steel race wheels.

4.84.10.2 Width

Maximum eight inches (8") wide.

4.84.10.3 Reinforcement

Reinforcement allowed upon inspection.

4.84.10.4 Studs

Heavy-duty wheel studs must be installed in the right front and right rear hubs.

4.84.11 Brakes

4.84.11.1 Functionality

All four (4) brakes must work.

4.84.11.2 Bias Adjusters

NO brake bias adjusters allowed.

4.84.12 Tires

4.84.12.1 Width, Type

Maximum eight-inch (8") width, only American Racer 970 spec-tire purchased from ARP allowed.

4.84.12.2 Street Tires

If agreed upon by a vote of racers present on race day, drivers may run street tires (none R-rated).

4.84.12.3 Initial Supply

Initial supply six (6) tires.



4.84.12.4 Additional

One (1) additional tire can be purchased each completed race day.

4.84.13 Fuel and Fuel System

4.84.13.1 Fuel Cell

Fuel cell is required and should be located between the frame rails, no lower than the bottom of the frame rails. The trunk pan may be removed. The fuel cell must be shielded from the driver by the firewall. Capacity: must be able to run one hundred (100) laps at ARP.

4.84.13.2 Holes

If the trunk pan is not removed, you must drill at least four 1" diameter holes directly underneath the fuel cell so in the event of a puncture or accident fuel can escape.

4.84.13.3 Tubing

Fuel cell must be caged or encompassed with two (2) pieces of one-inch (1") square tubing running front to rear.

4.84.13.4 Fuel Pump

4.84.13.5 Shut-off Switch

Electric fuel pumps and OEM fuel injection must have low oil pressure shut-off switch.

4.84.13.6 After-Market

NO after-market performance fuel pumps.

4.84.13.7 Fuel

Fuel will be automotive grade pump gas or Avgas only; 110 Octane rated maximum.

4.84.13.8 Lines

Fuel lines will be maximum half-inch (1/2") steel fuel line running under the car. It is recommended that any rubber fuel line be protected in some manner to prevent puncture.

4.84.14 Seat

4.84.14.1 Type

Factory built aluminum racing seat is required.

4.84.14.2 Seat Belts

REQUIRED: Seat belts will be five (5)-point safety harness type. See [4.2.4 Seat Belts and Harnesses](#) for additional information on harness installation.



4.84.15 Electrical

4.84.15.1 ON/OFF Switch

Electrical must be wired with an ON/OFF switch and be clearly marked.

4.84.15.2 Accessibility

Shut off switch must be clearly labeled and accessible from both sides of the car.

4.84.15.3 Battery

4.84.15.3.1 Location

Stock location allowed.

4.84.15.3.2 Enclosure

Battery must be fully enclosed in a vented compartment. Battery will NOT be relocated to the driver's compartment.

4.84.15.3.3 Restraint

Battery must be secured with a metal top restraint.

4.84.16 Additional Rules

4.84.16.1 Section 3

All vehicles MUST also comply with *section 4 Minimum Specifications* applicable rules.

4.84.16.2 Ground Clearance

Minimum ground clearance of three inches (3") for frame, body, engine, transmission, and suspension.

4.84.16.3 Radiator Overflow

Overflow canister from radiator must be mounted ahead of firewall. It is recommended to vent the overflow to the right side of the windshield and within the driver's view.

4.84.16.4 Feature Winners

Feature winners from previous race will start at the tail end of the feature lineup regardless of qualifying position.

4.85 Baby Grands

ARP will adopt items 12 through 39 of the current Pro Grand National rulebook with the following exceptions:

4.85.1 Item 30.0 Tire Specifications

10 American Racer tires per season will be allowed and must be purchased from Alaska Raceway Park.

4.85.2 Item 14.2.3 Head and Neck Restraint Device

Per rule 4.2.4.1 Hans-type devices are required.



4.86 Legends

Legends will be teched under the current INEX Legend tech rules.

4.86.1 Two-way Radios

The use of two-way radio for communication with a spotter and/or pit crew member is not allowed.

4.86.2 Fire Extinguisher

Current test date (2 pound minimum) fire extinguisher to be installed in the car within the drivers reach while strapped in. Steel mounts only, no plastic.

4.87 Bandoleros

Bandoleros will be teched under the current INEX Bandolero tech rules.

4.87.1 Two-way Radios

The use of two-way radio for communication with a spotter and/or pit crew member is not allowed.

4.87.2 Lineups

Experienced racers not racing for points will start tailback regardless of where they qualify.

Alaska Raceway
PARK



Pro Grand National Racing Series

Please **SUPPORT** your local dealers

Alaska - Creech Motorsports - Contact Willie @ 907-232-5607 (Dealer)

Tennessee – J-MEKK Motorsports - Contact Joe McCloud @ 931-638-5854 (Dealer)

Canada – Evolution Racing – Contact Grant Edwards @ 403-519-4758 (Dealer)

Lexan Spoilers & Parts – D&D Chassis – Contact Mardy Dunn @ 704-796-4802

California - Greg Hamson – Contact @ 805-896-4699 (Parts)

2023 Rules



WIN FRIENDS and

INFLUENCE RACING



PRO GRAND NATIONAL RACING SERIES

**2023 Rulebook
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GOALS

1. Promote scale stock car racing in a professional manner.
2. Showcase Pro Grand National Racing Series (PGNRS), assist racers with name recognition, and provide a venue in which to race for a national points championship.
3. Reduce the cost of racing and attract new racers into PGNRS.
4. Provide a Technical Inspection Team (tech team) that enforces *safety first*, thus providing a fair and even playing field for all racers.

GENERAL DISCLAIMER STATEMENT

The rules and/or regulations herein are designed to provide for the orderly conduct of PGNRS events and establish minimum acceptable requirements for said events. All rules specified herein shall govern the car owner and/or driver compliance during all PGNRS events. By participating in PGNRS events, all participants are deemed to have complied with all PGNRS rules. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH, THESE RULES AND/OR REGULATIONS.** Rules set forth herein are intended as a guide for the conduct of PGNRS events and are in no way a guarantee against injury or death to a participant, spectator, or official. The Race Director is empowered to permit reasonable and appropriate deviation from any of the specifications herein, or to impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation of, or deviation from these rules is left to the discretion of the Race Director. **THE RACE DIRECTOR'S DECISIONS ARE FINAL.**

CODE OF CONDUCT

All PGNRS members are expected to abide by the *Code of Conduct* during all PGNRS. Any concerns regarding PGNRS events must be addressed and resolved PGNRS officials only.

1. During a PGNRS event, the driver is responsible for the actions and words of the car owner, pit crew, etc. in all respects; however, if a driver is less than 18 years of age, said driver's parent/guardian is responsible. Throughout this section, the word "driver" shall mean the driver, and anyone associated with that driver at the track. **The driver shall be the sole spokesperson for his/her car, owner, and pit crew in any and all matters: unless driver is less than 18 years of age, in which case a parent or team owner will be the spokesperson and must deal with PGNRS officials only regarding their conduct and behavior.** Racing is a sport that peaks emotions and adrenaline, but we must keep it in check and act in a professional manner. **Code of Conduct Violation Fee will be \$100 and non-refundable, and must be submitted within 48 hours.**
2. Unsportsmanlike conduct towards track officials, safety crews, ambulance crews, other racers, crew members, other racers family members, spectators, or PGNRS Officials will never be tolerated. Unsportsmanlike conduct includes, but is not limited to, screaming, yelling, or threatening words and/or actions. When conflicts or concerns arise, drivers are expected to share their concerns with PGNRS Officials in a controlled professional manner. Violation of this policy will be handled on a case-by-case basis in regard to the severity of the action.
3. Physical violence is prohibited. During a PGNRS event, any driver, owner, or crew member who physically attacks anyone, will be automatically suspended. Each occurrence will be reviewed before the next racing season by PGNRS Officials. A letter of disciplinary actions will be sent to the suspended driver, owner, or crew member.



4. During a PGNRS event, a driver who uses his/her car as a weapon – i.e. ramming another car intentionally before, during, or after a race, will be immediately disqualified, suspension may follow.
5. At National events no driver, owner, or crew member should ever go to a local racetrack official with concerns/complaints. Complaints must be brought to the attention of the track by PGNRS officials only. These are serious offenses that can ruin PGNRS' relationship with a track, and therefore will not be tolerated. Remember all calls by the track officials are final.
6. Crew members are not permitted on the racetrack at any time, except when presence is requested by a track official.
7. All drivers, owners, and crew members associated with PGNRS are required to abide by all local track policies and procedures. **AS RULES VARY FROM TRACK TO TRACK, GO TO THE TRACK'S WEBSITE AND READ THE RULES BEFORE GOING TO THE RACE.**
8. All personal property brought to any racetrack by a team must be removed, or properly disposed of prior the team's departure. Examples include, but are not limited to tires, race car parts, used oil, food wrappers/containers, etc.
9. No alcohol is permitted in PGNRS pit areas before or during PGNRS events.
10. Each driver, owner, and crew member participating in a PGNRS event are required to know and understand the PGNRS rules contained herein as all of rules apply to each of the aforementioned individuals.

POLICIES/PROCEDURES

1. PGNRS will operate according to the following Policies and Procedures throughout each racing season.
2. Rain Policy – When a race is stopped for rain, or reasons beyond the control of the track officials (i.e. power going out and the track calls off the rest of the night, etc.), after ½ of the laps are completed, the race is considered official, and the running order will become the final finishing order.
3. If a race is stopped before ½ of the laps are completed, and the race is cancelled, PGNRS will assign first place points to each driver entered in that event.
4. Refund Policy – PGNRS membership fees are non-refundable.
5. Tech Decisions – During all PGNRS events, tech inspectors inspect PGNRS race cars. All decisions regarding the legality of said race cars, and parts thereof will be made by the supporting PGNRS Officials when available.
6. Testing Policy – No testing will be allowed at a PGNRS event racetrack during the week prior to the event. If the track has a regularly scheduled racing event during the week prior to the PGNRS event, it is okay to run in that race. Violations of this policy will result in a driver penalty of 10 points earned during the ensuing PGNRS event.
7. Communication Policy – All drivers in any PGNRS **National** event **are required encouraged** to use radios to allow direct communication from spotter area to their car in the event for line ups, cautions, and warnings to the drivers. No driver will enter the track for any reason without a spotter and radio communication unless otherwise approved to run without. Spotters are encouraged to be used in all PGNRS National events. Most tracks have a designated location for spotters to be, PGNRS spotters are required to adhere to the tracks policy on that location. There will be a mandatory spotter meeting directly after the drivers meeting during each PGNRS National event. **If the tracks use Raceivers, driver and or spotter will be required to use them.**



9. Rules Policy – PGNRS rules are managed by the series officials. Suggestions for rules, and revisions thereof, may be submitted, with justification, via e-mail through the PGNRS [website-facebook page](#).

10. NO LITIGATION - By entering a PGNRS sanctioned event, drivers, owners, and crew members agree to accept the following terms: A decision of a PGNRS Official is final, non-protestable, and cannot be litigated. If a PGNRS member violates this agreement, and proceeds with litigation against PGNRS, or its official(s), said member agrees to pay any and all costs, including reasonable attorney fees associated with the litigation, incurred by PGNRS or its official(s).

MEMBERSHIP AND LICENSING

1. PGNRS membership runs from January 1st - December 31st of the same year. All memberships must be renewed annually. The membership fee for owners, crew members, family members, and fans is \$20.00 per year. Driver membership is \$25.00 per year. Membership is not mandatory in order to be drive a race car on a track but encouraged as endorsement of PGNRS rules.

2. PGNRS may provide membership to any individual interested in PGNRS racing, as long as said individual has
A.) Completely, and truthfully completed a membership application. B.) Agreed to abide by the PGNRS Rules and Code of Conduct, and C.) Paid the fee due for membership. PGNRS reserves the right to reject or deny any application that is deemed unacceptable and terminate any membership that has failed to comply with PGNRS Rules, Guidelines, and Code of Conduct.

3. All drivers participating in PGNRS events are encouraged to be members. To secure and maintain a PGNRS competition membership, the member shall sign in with the designated track sponsor representative or dealer who will have a membership roster on hand. To reduce administrative costs, no license will be issued.

Criteria for drivers under the age of 18;

- A. Meet age requirements of at least 13 years old by the time of the first National Race or NO YOUNGER THAN 13 years old without approval by a PGNRS Officer by means of experience and documentation in the form of video, another sanctioning body website, or contact with that sanctioning body Director of Competition. Drivers under 18 years of age are eligible to race in the PGNRS if they have at least two years of racing experience at a level acceptable to PGNRS, are cleared to race by the local track officials, and are covered by local track insurance.
- B. Have met all PGNRS racing experience guidelines.
- C. Submit to a driver's test if requested by PGNRS officials.
- D. If a competition applicant is under 18 years of age, the applicant must submit a minor release form signed by all parents or court-appointed guardians. If the applicant is less than 18 years of age, the parent and/or guardian must also join PGNRS as an associate member. All competition applicants under 18 years of age are required to submit with their application a copy of their birth certificate. All birth certificates, whether a copy or an original will not be returned and kept on file with PGNRS.
- E. Competitors and/or their parents or legal guardians must ensure that local track insurance covers them – especially if under the age of 18.
- F. Local track rules prevail regarding minimum age of competitors. PGNRS Officials will, when making the schedule, make every effort to schedule tracks where all the members can compete. If a track's insurance policy will not permit it, and a rider policy can be purchased by the underage competitor to satisfy the insurance company PGNRS Officials will notify that team owner as soon as they find out that information.



If by reason of a track being sanctioned by NASCAR and that, in itself, prevents an underage competitor from racing, PGNRS will notify the affected team and work with them on a possible solution.

4. There are NO ONE DAY PGNRS MEMBERSHIPS. A driver must be in good standing to race in a PGNRS national event.
5. All PGNRS memberships are non-refundable and non-transferable.
6. Car numbers for the PGNRS events are first come first served based on when membership forms are received. National events with same numbers will have alphanumeric designator.

TECH INSPECTIONS

1. Pre-Tech - Every car that competes in a National PGNRS event, must go through pre-tech before practice. Passing pre-tech does not mean the car is exempt from post-race tech, or that the car is safe to race. It only means that the items inspected passed PGNRS specifications at that time. Racers are welcome to present their cars to pre-tech at any time to verify continued compliance with PGNRS specifications. Compliance with PGNRS specifications does not protect a driver from injury or loss due to racing accidents or activities. AN INSPECTION DECAL OR BAND, UNIQUE TO THAT RACE, PRE-TECH IDENTIFICATION WILL BE PLACED ON EACH CAR BY THE INSPECTING OFFICIAL SHOWING THE CAR HAS BEEN THROUGH PRE-TECH.
2. PGNRS PRE TECH CHECKLIST.
 - a. PGNRS VIN# plate, Serial #s, verifies that chassis is PGNRS approved.
 - b. Engine compartment exam
 - c. Spoiler angle check. **12.14**
 - d. Ride Height check. **30.3**
 - e. Wheelbase Check **30.1**
 - f. All required safety items
3. PGNRS POST QUALIFYING TECH.
 - a. Top qualifiers will be inspected after qualifying.
 - b. The number of cars and the items checked will be at the discretion of the PGNRS tech official
4. PGNRS POST RACE TECH INSPECTION PROCEDURES.
 - a. After the race is complete, all cars that finished the race are subject to tech inspection, and shall go directly to the tech area and wait to be released by tech.
 - b. The top 3 finishing positions will be inspected.
 - c. The number 2 finishing position driver will draw a number from the "hat". That number represents an additional finishing position car that will be inspected. Example: the number drawn is an 8. The car that finished in 8th place will be inspected just like the top 3.



d. Once the number is drawn from the "hat" all other cars are released to go their pit area. Any car that does not follow this procedure will be moved back 3 positions in the finishing order.

PRO GRAND NATIONAL RACING SERIES RULES

1.0 GENERAL RULES

1.1 The PGNRS rules shall apply to each and every driver, owner, sponsor, mechanic, crew member and / or any other pit personnel (collectively known as participants) participating in any PGNRS sanctioned or recognized event. ALL PARTICIPANTS SUBJECT TO THE PGNRS RULES ARE EXPECTED TO KNOW THE RULES; FURTHER, ANY CLAIMED IGNORANCE OF THE RULES WILL NOT BE ACCEPTED OR TOLERATED AS AN EXCUSE.

1.2 All rules in this book apply to all PGNRS EVENTS.

1.3 No rule will be changed during the season EXCEPT as it pertains to an unforeseen safety issue. At which time all PGNRS members will be notified of the change as soon as possible. Suggestions for rules, and revisions thereof, may be submitted, with justification, via e-mail through the PGNRS Facebook page or form in this rulebook.

1.4 No modifications other than those specified in this rulebook are acceptable. If this rulebook does not specifically say that something can be done, or not done, then it must consider that the change or action is illegal.

1.7 No equipment or car will be considered as having been approved by reason of having passed through inspection "unobserved".

1.8 Only cars manufactured by Baby Grand Manufacturing Inc. or Baby Grands Inc. are legal for PGNRS use. Cars originated from any other source are not legal for use in PGNRS events.

2.0 LEVELS OF CHAMPIONSHIPS

2.1 NATIONAL CHAMPION: This title will be awarded to the driver who has earned the most points at the end of the season during National and Touring Series PGNRS Races. Tie breaker will go to the driver who has the best finish on record (example; most 1st, most 2nd, most 3rd etc....)

2.2 REGIONAL CHAMPION: This title will be awarded to the driver who has earned the most points at the end of the season during Sanctioned Regional PGNRS Races

2.3 ROOKIE OF THE YEAR: To qualify for Rookie of the Year, a driver must have never raced a PGNRS car before. The title shall be awarded to the driver who has earned the most points at the end of the season in National Races only.



NOTE: ROOKIE DRIVERS, 13 AND 14 YEARS OF AGE, FOR THE NATIONAL RACES WILL START IN THE BACK OF THE FIELD UNTIL A PGNRS OFFICER CLEARS THEM TO START WHERE THEY QUALIFY.

3.0 ALCOHOL AND DRUG POLICY

3.1 Rules related to alcohol consumption shall mirror those of the track.

3.2 **ILLEGAL DRUGS DEFINITION:** Illegal drugs are those substances, or drug substances, defined and prohibited by federal laws.

Note: Possession, trafficking or use of illegal drugs or drug substances, as defined above, is prohibited in any form, by any participant during a PGNRS event, either on the track property, or in any area considered to be used in the operation of the track, such as parking lots or leased properties. If a PGNRS member is found engaging in the use of illegal drugs as described, said member will be suspended from further participation during that, and any other PGNRS event.

4.0 ACCIDENTS AND SAFETY

4.1 PGNRS sanctioned or recognized events are competitive racing events. The rules of PGNRS racing are established to provide for orderly conduct of the racing events, and to establish minimum acceptable standards for these events. All entrants are required to comply with these rules.

4.2 No express or implied warranty of safety shall result from publication of, or compliance with these rules and regulations. These rules are strictly a guide and in no way guarantee against property damage, injury, or death to any participant, spectator, or official. All competitors assume full responsibility for any and all injuries sustained, including death and property damage, anytime they are in the racing areas or in route to or from.

4.3 All competitors agree to inspect the racing facilities, safety personnel and equipment, and conditions at the racetrack on a continuing basis before, during, and after each event. All competitors are solely and directly responsible for the safety of their race cars, equipment, crew members, guests, other persons in their pit area and themselves.

4.4 Any party who willfully or maliciously uses a race car, or any object, on the track or in the pits to injure, destroy or damage another person or personal property will be suspended plus subject to arrest.

4.5 Drivers may not get out of their cars while on the racetrack except in an emergency (such as fire or fuel leak) or if requested by an official.

4.6 No one (except the driver) is allowed to ride in or on the race cars at any time.

4.7 All drivers must wear approved seat belts, safety suit, all safety suit accessories such as gloves, shoes, etc. and helmet on the racetrack always or whenever the car is in motion. This includes pit and staging areas. These items are detailed later in section 13.

5.0 ENTRY AND SIGN-IN



5.1 Upon signing in for any PGNRS event, a competitor must present their state issued driver's license or picture I.D. if requested. Or, in accordance with/to the governing track registration procedures and fees.

5.2 Entry fee and pit passes differ from track to track. PGNRS members must adhere to track policy.

5.3 No person will sign at any time, for any reason, an entry form, waiver and release of liability form, or pit permit for anyone other than themselves.

5.4 All entries must be signed in before the scheduled starting time of the first PGNRS practice session. No one will be allowed on the track until they have signed in and cleared Pre-Tech.

Example of the tentative itinerary for the race day of a PGNRS National Event:

Registration / Sign In
Pre-Tech
Drivers Meeting (mandatory)
Spotters Meeting (mandatory, if applicable)
Practice
Qualifying
Post Qualifying Tech
Staging
On track Driver Introduction and Autograph Session / Photos
Race
Post-Race Tech

5.5 All drivers must be in attendance during the entire course of all drivers' meetings. All minor drivers must also have their parent or guardian present during all drivers' meetings. Any driver who misses the drivers meeting will be moved to the rear of the field for the start of the feature race.

5.6 No one under the minimum age required by the track, even if they are a PGNRS member, will be allowed in the pit area or other restricted areas.

5.7 All persons under 18 years of age must have signed a minor's release with all parent's or guardian's signatures and have it on file at each racetrack which they desire to enter.

6.0 COMPETITION AND RACE PROCEDURE

6.1 No engine, camshaft, cylinder head, or carburetors may be changed after the car has posted a qualification time, or competed in a qualifying heat race without the permission of PGNRS officials. If permission is granted, the car(s) must start at the tail of the field in the next race, and the engine, camshaft, cylinder head, or carburetors



will be impounded by PGNRS officials, and is subject to technical inspection. Profanity or obscene jester decals will not be permitted on the car.

6.2 At PGNRS National and Touring Series events, top qualifiers will be inverted for the race. The number of inverted cars will be determined by a pill draw by the fastest qualifier.

6.4 Time trial qualifications are used to establish the starting grid unless weather does not permit.

6.4.1 Then cars will be lined up according to points positions, with the points leader in position #1, then an inversion number will be drawn for the actual starting lineup.

6.4.2 A driver may attempt to qualify with a second car provided the first car is withdrawn.

6.4.3 Once a car has qualified, or qualified and then withdrawn, it cannot be re-qualified by any driver. However, the car may be raced as long as the driver is a PGNRS member in good standing, entry fees are paid, and the car will start in the rear of the field.

6.5 If a car does not make the call for qualifications, it must start at the rear of the field.

6.6 PGNRS races will start a maximum of 30 cars at tracks 3/8 mile and under: and 40 cars at tracks more than 3/8 mile. The fastest qualifiers will be locked into the event based on speed. If more than the above car counts show up, a decision will be made by PGNRS Officials and Track Officials as to how to handle it. The intentions of the PGNRS are that no one is turned away because of too many cars.

6.7 All starts and restarts are to be double file until 5 laps to go. A caution that comes out with 5 or less laps to go will be restarted single file.

6.8 All cars will line up in the designated staging area prior to the race. Any car not on the track in the designated time will be placed at the rear of the field at the discretion of track officials. If a qualified car is not able to start the race, the lineup will be adjusted by the track officials using their normal procedure.

6.9 Driver changes may not be made during the course of any race. Driver changes made prior to the race must be approved by PGNRS Officials.

6.10 Any car involved in three yellow flags, for any reason, will be black flagged. Except a car that spins in order to, or during the process of avoiding cars involved in a caution is not considered part of the caution; and, therefore not subject to black flagging.

6.11 The standard PGNRS National and Touring Series Events are 30 laps in length, or subject to a time limit agreed upon between the PGNRS Officials and Track officials that would be reasonable for a 30-lap race. If the time limit has expired, the track officials will make the call to finish the laps or give the white flag, then checkered flag. (Track ultimately has authority based on events of the affected race day)

6.12 Track rules and track officials determine how the event is run.

6.13 At National PGNRS events, the race will be managed by the track's race director (with help from PGNRS Officials) according to the policies listed above. Any changes to these policies for a particular event will be discussed in the driver's meeting. Racers must attend the drivers meeting to ensure they understand a particular track's policies and procedures. All minors must be accompanied during driver's meeting by their parent or guardian. Ignorance of PGNRS or track policies and procedures is not an excuse.

6.14 Race facility, Track safety condition, safety, and personnel.



6.14.1 Drivers are obligated to inspect the race facility, its condition, the track safety equipment, and personnel. 6.14.2 Any safety violations or inadequacies should be reported immediately to PGNRS officials.

6.14.3 Drivers should not continue with race related activities if they believe some part of the safety is sub-standard.

6.14.4 Track owners and operators are responsible for determining that adequate safety measures are in place for an event before competing to include but not be limited to

6.14.4.1 Safety personnel.

6.14.4.2 Equipment for preventing and responding to injury.

6.14.4.3 Ensuring that the facilities are safe and appropriate for the event.

6.15 After qualifying or the Feature Race, the minimum weight of the car shall not be less than 1500 lbs., including the driver, equipment, and remaining fuel.

6.15.1 If the weight of car is less than the minimum requirement during post qualifying inspection, it will be sent to the back of the field for all heat and feature races.

6.15.2 Nothing may be added to the car to increase weight, until post qualifying tech inspection is completed. **NOTE:** This includes but is not limited to fuel.

6.15.3 Components lost during a race will be accounted for in weight adjustments. The weight shown by track scales or scales used by PGNRS shall be the official weight, regardless of variance with scales used by teams.

7.0 FLAG RULES

7.1 During events, drivers will receive information from track officials via flags and/or lights as discussed by track officials during the driver's meeting.

8.0 TIMING AND SCORING

8.1 Timing and scoring of all cars will be handled by track officials.

8.1.1 Drivers must be sure they understand track policies regarding timing and scoring.

8.1.2 If a driver has a question or concern about timing and scoring, the driver should ask the question during the pre-race driver's meeting.

8.2 The finishing order as determined by track officials is assumed to be correct

8.2.1 If a driver believes the finish is incorrect, said driver may bring it in writing to the attention of a PGNRS Official within 30 minutes of the end of the race and prior to that night's payout.

8.2.2 A determination will be made by PGNRS Officials and one Track Official based on other driver's statements, and video tape of the race.



8.3 At tracks using a transponder system, the location for the transponder shall be determined by the track officials, all transponders must be operational.

9.0 POINTS

9.1 PGNRS will award points for races using the point system described in the point allocation example below:

1 - 100	11 - 71	21 - 52
2 - 97	12 - 69	22 - 51
3 - 94	13 - 67	23 - 50
4 - 91	14 - 65	24 - 49
5 - 88	15 - 63	
6 - 85	16 - 61	
7 - 82	17 - 59	
8 - 79	18 - 57	
9 - 76	19 - 55	
10 - 73	20 - 53	

9.2. All races posted for Alaska Raceway Park and Highland Rim Speedway count for the Regional Championships. (2)

9.3. To be considered “in the race” a car must cross the start/finish line when the initial green flag waves under its own power, but it does not need to complete any laps. The driver must attempt to complete as many laps as possible.

9.4 Only the starting drivers are awarded points. No points are awarded to the car or its owner.

9.5 Points are non-transferable from one driver to another.

9.6 Drivers must be in good standing and members with the PGNRS in order to receive points, fund money, or awards.

9.6.1 Suspensions must be fully served to be considered in good standing with PGNRS.

9.6.2 PGNRS reserves the right to withhold, or revoke points, fund money, and/or awards to any participant with outstanding debt to the PGNRS

9.7 If a driver is disqualified from an event the remaining field (position & points) shall move up accordingly.

9.8 PGNRS manages and maintains National and Regional points system only. PGNRS does not have any input, authority, or responsibility for how local tracks award points.



9.9 One additional point will be awarded to each driver provided the car count is at least 10 cars per event.

10.0 ADVERTISING AND PROMOTION RELEASE

10.1 By entering any PGNRS event, drivers, car owners, crew, and agents assign all commercial communication and broadcast rights including photos, videos, or sounds of the event to PGNRS and name PGNRS as their agent and representative regarding such rights.

10.2 PGNRS reserves the right to assign, and/or approve or disapprove any advertising, sponsorship, or similar agreement in connection with any PGNRS event. All PGNRS members agree to accept PGNRS's decision in this regard.

11.0 DISPLAY OF PGNRS AND SPONSOR LOGOS

11.1 Car numbers will be issued by PGNRS.

11.1.1 Car number cannot be changed, traded, or reassigned without the permission of PGNRS.

11.1.2 PGNRS may, at its discretion, reassign car numbers.

11.1.3. PGNRS reserves the right to disallow any sponsorship, advertisements, graphics, wording, or images (with or without cause) that do not represent the public image of PGNRS.

11.2 Car Numbers must be at least 16 inches high, neatly attached to both sides of the car.

11.2.1 deleted

11.2.2 A number 18 inches high must be attached on the roof, reading from the OUTSIDE of the racetrack.

11.2.3 deleted

11.2.4 Numbers must be made of a color with a high contrast to the car body color.

11.2.5 All number designs are subject to PGNRS approval.

11.2.6 A diagram is available on the PGNRS Facebook page and in this rulebook, which shows placement of all series decals. Decals provided by PGNRS for contingency sponsors will be all placed in the same location - NO EXCEPTIONS. Note: The area where decals are placed on NASCAR Cup Series cars should be left clear when placing decals on the car till you find out where series decals are to be placed.

11.2.7 PGNRS reserves the right to assign or restrict the display, and location of any decals, logos, identification, markings, and advertising on race cars.

11.2.8 ALL first-year drivers (meaning any driver that this is their first year in this type of car) in any PGNRS, are required to display a yellow "Rookie Stripe" across the rear of the car. The dimensions of the stripe must be a minimum of 2" X 24".

11.2.9 All cars are required to display their car number using a 3" number on the right rear taillight or bumper of the car, and also a 3" number on the upper passenger side corner of the windshield. The front windshield number must be white for visibility.



11.2.10 Drivers last name is to be placed on front windshield blackout area – 3” minimum height

11.3 Failure to display the required decals could result in refusal of competition, and/or loss of contingency points, fund money, prize money, and awards.

12.0 GENERAL BODY REQUIREMENTS

12.1 Only fiberglass bodies and replacement panels manufactured by JMEKK Racing are permitted. No “Homemade Bodies” allowed.

12.1.1 No modifications to body shape are allowed.

12.1.2 On all bodies, only one **cowl** opening (directly in front of windshield) is allowed in the centerline of body, with maximum dimensions of 2 1/8" X 13 1/8". All body styles are allowed a one inch hood scoop per rule 12.9.1 & 12.9.2

12.1.3 Stock nose opening on **2006** style bodies and newer Camaro and Mustang is 6 1/2" x 20 1/8" maximum.

12.1.4 The JMEKK Racing upgraded nose pieces (2019 Camaro and 2019 Mustang) are intended for use on the original Monte Carlo and Thunderbird bodies, however they can be used on the 2006 body, see 12.1.3 and 12.12.9

12.2 Stock roof hatch on new body style is approved.

12.2.1 For older bodies, a roof hatch may be installed over the driver's seat.

12.2.2 The hatch must be hinged on the end towards the front of the car.

12.2.3 A mechanical latch must be installed to hold the lid in the closed position any time the car is being operated.

12.2.3.1 Velcro latches are not allowed.

12.2.3.2 The latch must be operational from inside and outside of the car.

12.2.3.3 Maximum hatch opening cannot exceed 24" x 24".

12.3 The Driver's side window may be enlarged to accommodate larger drivers by the following method:

12.3.1 The 1/4" square tubing may be removed from the top door bar.

12.3.2 The fiberglass window ledge can be cut and lowered to the top door bar.

12.3.3 The fiberglass window ledge must be repaired, and re-fiber glassed to the body to original appearance.

12.3.4 The lower part of the “A” post may be modified for visibility by cutting out the fiberglass and replacing with Lexan of the same shape, and pop riveted in place with no less than six 3/16” pop rivets.

12.4 The driver's side port window may be made into an opening by:

12.4.1 Cutting the fiberglass at the window ledge,

12.4.2 Trimming underneath the port window and follow the shape of the port window back to the top of the side window opening.

12.4.3 The back end of this opening must be securely hinged to the body, and fasteners must be used to keep the window from opening during racing.

12.5 The fiberglass body must be firmly attached to the Car during any event.

12.5.1 Bodies damaged during an event may be duct taped to finish that weekend of racing.

Alaska Raceway PARK

12.5.2 If a body is damaged, it can continue to race with pieces missing; however, the race car may be black flagged by a track official if the body poses a safety hazard.

12.5.3 If a body is damaged, it must be repaired, and repainted before the next National race; unless it is a double header weekend, and time does not permit repair.

12.6 A Lexan window is required in the front, rear, and port windows on both sides of the car at the beginning of an event, with a minimum thickness of 1/8".

12.6.1 Any car that loses a front windshield during an event must replace it in order to continue racing.

12.6.2 If rear or port windows are damaged or missing after an event has begun, the car may finish that event if the track official declares it poses no safety hazard.

12.6.3 No holes are allowed in any windows, except for those mentioned in Section 12.8.

12.7. Windows cannot be installed in either side window area.

12.8 Three two inch round holes may be cut in the rear window of the car to allow air to escape from the driver compartment.

Note: Testing proves that maximum cooling benefit is derived from locating the holes 3 ½ inches from the top edge of the window.

12.9 Additional air dams, or other aerodynamic devices are not permitted.

12.9.1 External hood scoops or louvers are not permitted, except that an air scoop not exceeding 13 ⅛ inches wide by 2 ⅛ inches long, by 1 inch tall, may be added to the rectangular hole in the cowl at the base of the windshield.

12.9.2 The rectangular cowl opening measuring 13 ⅛" x 2 ⅛" below the windshield may be modified to accommodate a 3" fan on the driver's side as shown in *Figure 1*.

12.9.2.1 The rest of the opening length and width must remain within the rule.

12.9.2.2 The fan and opening must cover only the #3 & #4 cylinders of the engine as shown in *Figures #2a and #2b*.



Figure 1 Rectangle 13 ⅛" x 2 ⅛" opening below the windshield (allowed on both original body and 2006 body)

Alaska Raceway PARK



Figure 2a Fan & opening covers #3 & #4 cylinders only.
cylinders only.

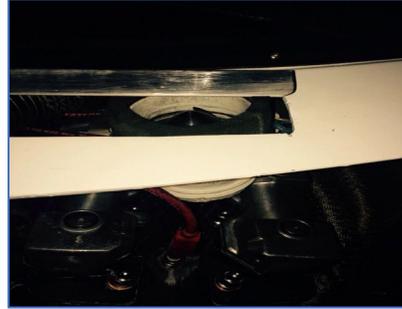


Figure 2b Fan & opening covers #3 & #4
cylinders only.

Figures above (2a and 2b) are allowed and reflective of installation on either body, original or 2006 model.

12.10 Belly Pans, other than the original floor pan and engine skid plate, are not allowed.

12.11 An adjustable flat trim strip may be added to the bottom of the front air dam and sides.

12.11.1 Trim strip must be mounted around bottom perimeter of air dam with fasteners, no more than 6" apart. 12.11.2 Trim strip may be adjusted to desired height.

12.11.3 Tape is allowed around edges of hood during qualifying and feature race.

12.11.4 Side skirts are allowed, not to exceed 4" in height, secured with a minimum of three fasteners.

12.12 The manufacturer's original nose air intake opening, **on old style bodies only**, may be enlarged to a maximum opening size of 6 inches in height and 19 1/2 inches in width.

12.12.1 A maximum of two new air intakes, in addition to the manufacturer's original air intake may be made in the front air dam.

12.12.1.1 These additional openings may be made on either side of the original manufacturer's screened intake in front center of car.

12.12.1.2 If two additional intakes are made, one must be placed on each side of manufacturer's original air intake, and mounted flush with body.

12.12.2 New openings cannot be more than 30 square inches per intake.

12.12.3 One or more hole(s) is allowed per intake.

12.12.4 No other holes are allowed in the body, other than those made by manufacturer, and those allowed in other sections of PGNRS Rules.

12.12.5 Air may be directed to any part of the car except carburetors.

12.12.6 Ducting or other devices may be added to cool driver.



12.12.7 Air intake receptacles are also allowed in the port windows and/or the window vent post area, only.

12.12.8 All air intakes must be flush mounted.

12.12.9 Deleted

12.13 Fenders may not be cut or altered except for tire clearance, subject to approval by PGNRS official(s).

12.13.1 Maximum Width of 58" measured at the trailing edge of the front fenders.

NOTE: Fender flares are not authorized.

12.14 The old style plastic, the MMRA stamped aluminum, and a combination Lexan and aluminum spoiler are approved for use, and must remain unaltered.

12.14.1 Spoiler angle must be between 0 and 90 degrees

12.14.2 If a spoiler is damaged or broken during an event, the car will be allowed to finish that event, but the spoiler must be repaired or replaced before the next event.

12.14.3 Spoiler braces are allowed to maintain proper spoiler angle and no other use.

NOTE: A combination spoiler cannot exceed 42" in length. Lexan spoiler can be 2 piece, but the overall width includes the space between the two pieces. Maximum height of spoiler, measured at the split, in the center of the car, is 4" and the top edge must be horizontal from side to side of car. Bottom edge of spoiler must be curved to match the body.

12.15 Hinges and pin kits are required as follows:

12.15.1 Hood and trunk must be held closed, utilizing a positive pin type fastener with a minimum of one pin on each side, or fastened in a manner acceptable to PGNRS. i.e. ¼ turn fasteners.

12.16 Cars must be neat appearing.

12.16.1 Chassis may be painted, or powder coated.

12.16.2 Body interior may be left unpainted.

12.16.3 Body damage must be neatly repaired by the next event.

12.17 All components shall be in top quality condition.

12.17.1 Bodies cannot be altered from original manufacturer except as authorized per PGNRS Rules.

12.17.2 Any reinforcement of the body must be in accordance with PGNRS Rules, and acceptable to PGNRS official(s).

12.18 The aluminum interior panels must remain stock appearing as issued from the manufacturer.

12.18.1 Panels may be altered to improve airflow from behind the engine, for purposes of driver comfort, and engine cooling.

12.18.2 Modifications to the panels cannot provide an aerodynamic advantage, create a dangerous environment for the driver, or take away from the original design intent of the manufacturer.



12.18.3 No openings are allowed in the panels which could allow fire, oil, etc. to enter the driver compartment.

12.18.4 Oil coolers will not be mounted in any interior panel.

13.0 EQUIPMENT AND GENERAL ACCESSORIES

13.1 CHASSIS REQUIREMENTS:

13.1.1 All cars participating in an event sanctioned by PGNRS must be a complete car manufactured by Baby Grand Manufacturing Inc. (1994 thru 2009), with the original decal serial number and/or MMRA plate intact.

NOTE: The serial number panel is located on the main frame rail below the door bars. If this plate has been tampered with or altered, the car will be considered an illegal, non-numbered car, until owner receives a legitimate plate from PGNRS.

13.1.2 Modifications to the main frame, roll cage, pickup points, or shock mounts will not be permitted unless a letter has been issued by PGNRS authorizing the modifications, or the specific changes are allowed elsewhere in the PGNRS rules.

13.1.3 Brackets, plates, or bars may be welded to the chassis for mounting weights, fire bottle, second battery tray, or seat belt mounts.

13.1.4 A skid plate may be installed to protect the oil pan. Skid plate may not be wider than the main frame rails, and may not extend beyond the front or rear of the engine.

13.2 Window vent post under the right side halo is authorized.

13.2.1 This support post is not mandatory; however, if added, the part must be made of 1 1/2" OD x .095".

13.2.2 Support post must be welded into place in a position that is similar to the existing vent post on the driver's side of the car.

13.3 A damaged chassis may be repaired.

13.3.1 Repaired chassis' must be inspected by a PGNRS Tech Inspector before competing.

13.3.2 If the chassis is damaged beyond repair, a bare chassis replacement must be purchased from the manufacturer.

13.3.3 The original serial number plate must be surrendered before a new chassis with serial number is issued.



13.4 Original Parts:

13.4.1 To compete in PGNRS sanctioned events, all PGNRS stock cars must use the original manufacturer's parts or authorized MFG parts:

13.4.1.1 Chassis (welded portion).

13.4.1.2 Sway bar assembly.

13.4.1.3 Body or body replacement panels

13.4.1.4. Headers and collector.

13.4.1.5 Rear spoiler

13.4.1.6 Bumpers

13.4.1.7 Yamaha FJ1200, XJR1200, or XJR1300 engine that complies with rules in section 14.

13.4.2 Any other factory specified components covered in PGNRS rules, are also required for competition.

14.0 SAFETY EQUIPMENT

14.1 Fire Suit, Shoes, and Gloves

14.1.1 All drivers must wear an approved fire-resistant driving suit any time the car is in operation.

14.1.2 A single layer fire suit is the minimum allowed for oval track racing a two-layer suit is recommended.

14.1.3 The use of fire-retardant shoes and gloves are required.

14.1.4 The use of fire-retardant underwear, head sock, and foot socks are highly recommended.

NOTE: All fire suits and underwear must be made of the following accepted materials: Nomex, Kynol, FPT, IWS (wool), Fiberglass, Firewear TM, Durette, Fypro, PBI, Kevlar, or any suit carrying an SFI 3-2a/5 or higher certification patch.

14.2 Helmet

14.2.1 A racing helmet complying with a SNELL rating of SA2015 or better is required. Helmets with an "M" rating are not allowed.

14.2.2 Any time the car is operating on track, the helmet must be secured on the driver.

14.2.3 Neck collars, arm restraints, and knee-pads are recommended.

14.3 Seat Belt/Harness

14.3.1 Harness must be securely fastened around driver any time the car is operated.

14.3.2 All belts and harnesses must be of the 5-point type with an SFI rating of 16.1.



14.3.3 Factors to be considered include

14.3.3.1 All hardware is required to be operational

14.3.3.2 Fraying, and weathered belts need to be replaced

14.3.3.3 Seat Belt Replacement up to 5 years or track specific.

14.3.3.4 A quick-release seat lap belt is required.

14.3.3.5 Both ends of the lap belt must be fastened to the welded chassis brackets with grade 8 bolts not less than 3/8" in diameter.

14.3.3.6 Shoulder harness must come from behind the driver's seat. Inertia reels may not be used.

14.4 Seat

14.4.1 An aluminum racing seat is required.

14.4.2 Plastic, fiberglass, or homemade aluminum seats are not allowed.

14.4.3 Seat may be repositioned within the confines of existing interior.

14.4.4 The addition of head or leg supports is strongly recommended.

14.4.5 Padding for headrest, roll bars, steering column, and steering wheel is recommended.

14.4.6 It is the driver's responsibility to determine where padding should be placed for his/her individual safety.

14.4.7 All seats must be securely mounted in the vehicle. Minimum of 4 - 3/8" grade 8 bolts or greater

14.5 Window Net

14.5.1 All cars must be equipped with a window net on the driver's side window.

14.5.2 The minimum dimensions of the window net are 17" tall x 18".

14.5.3 Ribbon or mesh type nets are allowed.

14.5.4 The net must be in the "UP" position while car is on the track.

14.6 Mirrors

14.6.1 All cars must be equipped with a rear-view mirror securely fastened to the chassis, unless a spotter is available and used.

14.6.2 Side view mirrors may be used but cannot extend beyond the exterior vertical plane of the door panel.

14.7 Fire Extinguisher

14.7.1 A handheld fire extinguisher is the minimum required for driver safety at oval tracks.

14.7.2 If a handheld fire extinguisher is used, it must be mounted so that the driver has access, while seated.

14.7.3 A fire bottle system is recommended and can be mounted in or out of the driver compartment.



14.7.4 If a remote activator cable is used for a fire bottle system, must be within driver's reach while in the seat.

14.7.5 All drivers must have in their pit area, at all times, as part of their equipment, a fully charged fire extinguisher.

14.8 Drivers are solely responsible for the safety of their racecars and equipment.

14.8.1 Drivers are obligated to operate their equipment which will minimize the chance for injury to themselves and/or others.

14.8.2 PGNRS, sponsors, or promoters will not be responsible for the safety of a driver's racecar, equipment, or the driver's activity during an event.

14.8.3 PGNRS highly recommends all drivers use arm restraints and head and neck restraints. For more information about head and neck restraints, visit these websites:

A. www.lfttech.com – New device which meets the stringent SFI 38.1 specifications

B. www.hutchensdevice.com

C. www.gforce.com

D. www.simpsonraceproducts.com

E. www.hansdevice.com

15.0 GENERAL ENGINE REQUIREMENTS

15.1 *The only approved engines that may be used in PGNRS stock cars are the Yamaha FJ1200, XJR1200, or XJR1300 with or without the replacement water cooled cylinders.*

15.1.1 Deleted

15.1.2 No changes to engines are allowed unless specified in the following rules.

15.2 Engine specifications for the FJ1200, XJR1200, or XJR1300 engines are as follows:

15.2.1 Stock Yamaha or aftermarket pistons are allowed.

15.2.2 Machining of the piston dome to achieve correct compression is the only allowed change to aftermarket pistons.

15.2.3 Gas porting of the pistons is allowed.

15.2.4 Any brand of rings may be used.



15.2.5 Only stock Yamaha rods for a 1200 or 1300 allowed, for either application

15.2.6 Incorporated in 15.2.5

15.2.7 Aftermarket rod bolts may be used.

15.2.8 Cylinders may be decked.

15.2.9 Changing crank stroke is not allowed.

15.2.10 Dry film lubricants or powder coat finishes may not be applied to internal engine parts.

15.2.11 Lightening of the crankshaft is prohibited.

15.2.12 Damaged journals may be repaired and reground but lightening of crank throws is not allowed.

15.2.13 A 1200 engine may be converted to a 1300 (1250 cc max.) engine by the following methods.

15.2.13.1 Changing cylinders; 15.2.13.2 Changing sleeves to the maximum 79mm or 3.140" bore.

15.2.14 The Yamaha XJR1300 engine cannot exceed 1250 cc. Cylinder bore cannot exceed 79 mm or 3.140".

15.3 The cranking compression of any of the four cylinders cannot exceed 180 P.S.I., hot or cold, after not more than 10 cranking revolutions.

15.3.1 The compression ratio may not exceed 10.2:1 under any circumstances, including but not limited to, carbon build-up.

15.3.2 A minimum of 296.97cc per cylinder must be maintained. **NOTE:** Procedure for calculation of cc's per cylinder are as follows: bore x bore x .7854 x 2.51 x 16.387 = per cylinder cc.

15.4 No modifications are allowed to the heads, except for the following:

15.4.1 Heads may be decked, but additional base gaskets may be needed to obtain correct compression.

15.4.2 A 5-angle valve job is allowed.

15.4.3 Valve seats and guides may be replaced as needed.

15.4.4 Shortening of valve guides is prohibited.

15.4.5 Cylinder port modifications are prohibited, including, but not limited to, porting and polishing.

15.4.6 Combustion chambers may be matched, and cc balanced in accordance with specifications.

15.4.7 A relief cut may be added to the combustion chamber, which must not exceed bore size. This will allow for a damaged combustion chamber to be repaired.

15.5 Stock Yamaha valves meeting stock Yamaha shape and size must be used.

15.5.1 Heavier valve springs are allowed, but original Yamaha valve spring retainers and clips must be used. 15.5.2 Valve spring shimming is allowed.

15.5.3 Titanium parts are prohibited.



15.5.4 Valves must meet the following specifications:

15.5.4.1 Head diameter: Intake 1.138" MIN./1.146" MAX - Exhaust 0.980" MIN./0.988" MAX.

15.5.4.2 Stem outside diameter: Intake 0.2156" MIN./0.2161" MAX - Exhaust 0.2150" MIN./0.2155" MAX.

15.6 Stock Yamaha camshafts or steel billet camshafts meeting stock Yamaha specifications may be used.

15.6.1 Cams may not be altered from stock specifications, including but not limited to, alterations to cam profile, lift, or duration.

15.6.2 If a cam does not meet the profile below, and PGNRS officials determine that the only reason is excessive wear on a formerly legal cam, the cam will pass tech for that race only, and the driver will be instructed to have a new cam installed before racing in the next event.

15.6.3 Camshaft specifications:

15.6.3.1 Lobe height: Intake & Exhaust: 1.411" MIN. / 1.419" MAX.

15.6.3.2 Lobe width: Intake: & Exhaust: 1.101" MIN. / 1.116" MAX.

15.6.3.3 Intake cam profile: MAX. LIFT 315 +/- .002" - MAX. DURATION 233 +/- 1 DEGREE

15.6.3.4 Exhaust cam profile: MAX. LIFT 313 +/- .002" - MAX. DURATION 232 +/- 1 DEGREE

15.6.4 Camshaft sprockets may be slotted for degreeding, or aftermarket cam gears may be used.

15.6.5 Plastic cam chain tensioner may be replaced with metal.

15.6.6 The head may be drilled for the addition of cam oiling kits.

15.7 Headers

15.7.1 All cars must use the current Schoenfeld headers and Schoenfeld collectors as issued from Baby Grand Manufacturing (1995 thru 2009) or procured thru RRC/D&D Chassis (2018-2022) Bartley Enterprises beyond 22

15.7.2 No aftermarket headers/parts will be allowed.

15.7.3 No header modifications are allowed, other than the following;

15.7.3.1 Mounting tabs may be installed to secure collector to header tubes.

15.7.3.2 Installation of monitoring equipment sensors as listed in section 34.1 are allowed.

15.7.3.3 Headers may be wrapped or ceramic coated.

15.7.3.4 Header flanges may be repaired, replaced and re-welded as needed.

15.7.3.5 Early style headers that ran over the top of the engine and their collectors are now illegal.

15.8 Mufflers

15.8.1 All cars must have mufflers installed which reduce noise.



15.8.2 Mufflers must be used to comply with local noise level guidelines.

15.8.3 An opening may be cut in the right side of the body for an exhaust exit. The opening cannot exceed 3" tall and 8" long for a rectangular opening or 4" in diameter for a round opening.

15.8.4 Exhaust may also exit at the rear of car, under the body, not extending further than rear bumper.

15.8.5 The tail pipe cannot extend beyond body.

15.9 Water cooled engines.

15.9.1 All major components of the system including the water pump, radiator, and cylinders must remain stock and unaltered.

15.9.2 No aftermarket parts or modifications to a water cooled system will be allowed.

15.9.3 RRC, USLCI & Mark Bartley Enterprises offer water cooled cylinders and parts.

16.0 CARBURETORS

16.1 Only stock Mikuni carburetors are allowed.

16.2 It is illegal to bore carburetors or modify any internal part in any manner.

16.3 No polishing or grinding is allowed.

16.4 No ducting or baffling can be installed to improve air intake to carburetors.

16.5 Allowed modifications are:

16.5.1 Jetting kits with any jets, except jetting systems that can be manually adjusted without removing jets.

16.5.2 Float bowls may be changed to accept a jet change bowl nut;

16.5.3 Air cleaners may be changed to preference.

16.5.4 The intake manifold cannot be modified in any manner.

17.0 ENGINE ELECTRONICS

17.1 Each car may use the stock Yamaha or Dyna coils and any aftermarket plug wires.

17.2 A factory stock Yamaha Igniter, Dyna 2000, Red and Black INEX Dyno Box or a Vance and Hines model #20500 with adjustable rev limiter is allowed.

17.2.1 Relocation of igniter is permitted.

17.2.2 Modifications to the igniters are prohibited.

17.3 A backup igniter is allowed.

17.4 Aftermarket pickup coils and pointer coils are allowed.



18.0 ALTERNATOR

18.1 Alternator must be fully operational and transferring current to battery at all times.

18.2 Switches or other devices intended to disrupt or reduce the flow of electricity to the battery are illegal.

18.3 If alternator is not fully operational at post race tech inspection, regardless of illegal devices, damage, dysfunction, or disrepair, the car will be disqualified.

18.4 Alternator will produce a minimum of 12.01 volts, measured at the battery or remote location battery charge points.

19.0 STARTER

19.1 The starter must be fully operational at the time a driver enters an event. (start of race day)

19.2 If the starter is damaged during an event, the car may continue, but must be repaired before the next event.

20.0 CLUTCH

20.1 An aftermarket clutch or pressure plate may be used.

20.2 An additional pressure plate may be used.

20.3 Kevlar clutch plates are allowed.

20.4 Clutch must be operational when entering an event.

21.0 BATTERY Note: There must be a master kill switch on the right-hand side of the car that when used will terminate all electrical current, and must be visible to track officials. The switch must be red and available for track officials to use if necessary!!

21.1 The battery, or batteries, must be located outside the driver's compartment, and mounted as required in section 13.1. 21.2 A battery may be moved from the left to the right side of the car in the area behind the driver, or placed in the tunnel area in the right side of car.

21.3 If the battery is located in the tunnel, it must be mounted inside the nerf bar and main chassis rail.

21.4 One battery must be installed in the car and fully connected to electrical system while racing.

21.5 A maximum of two batteries is allowed in the car.

21.6 Gel cell batteries are allowed.

21.7 Remote quick-charge terminals are allowed.



21.8 Only 12 volt batteries are allowed. 16 volt batteries are prohibited.

22.0 OIL COOLERS & DUCTING

22.1 Different styles or brands of oil coolers may be used.

22.2 The oil coolers and their ducts may be relocated or modified, but must be confined to the engine compartment or the tunnel area on right side of the car.

22.3 Remote oil filters may be used.

22.4 Fans may be added for additional engine cooling.

22.5 A deep well oil pan and pickup extension may be used.

22.6 All cars must be equipped with a vented oil catch bottle, which is connected to the breather tube of the surge tank.

22.7 All breather lines must run above the engine to the back of the car into a tank or return to engine – not an open catch can. An oil can/bottle with the top cut off is unacceptable. If a car is using the new vented loop system, no line to the rear is required.

22.8 Dry sump oil systems are not allowed.

23.0 FUEL CELL

23.1 Only a fuel cell designed for racing may be used.

23.2 A fuel cell that does not have a bladder must contain foam.

23.3 The fuel cell must have a rollover valve with a drain hose.

23.4 The fuel cell may be moved from left to right, within the rear stubs.

23.5 Fuel cell capacity MAXIMUM - 5 gallons.

24.0 FUEL & OIL

24.1 Unleaded or leaded fuel only may be used.

24.1.1 Sta-Bil additive of any type is allowed.

24.1.2 PGNRS reserves the right to use a pump around system.

24.1.3 Fuel may be tested by PGNRS officials using a Digatron fuel testing meter.

24.2 Oil is to be used to lubricate the engine only, and not for combustion.

24.2.1 Any brand of oil is allowed, provided it does not contain any prohibited additives.



24.2.2 Prohibited additives designed to increase power include but are not limited to:

24.2.2.1 Nitro methane,

24.2.2.2 Polypropylene oxide,

24.2.2.3 Alcohol, etc.

NOTE: These chemicals can be dangerous and will bring a stiff penalty and/or suspension from PGNRS.

24.2.3 The only allowed additives are those designed to reduce friction such as Prolong or Militec.

25.0 FUEL COOLING DEVICES

25.1 Devices intended to cool the fuel are not allowed.

25.2 Wrapping or insulating the fuel cell is not allowed.

25.3 A protective covering may be placed around the fuel line.

26.0 DRIVESHAFT

26.1 Driveshaft must be painted white.

26.2 Steel drive shafts and universals, that meet the original manufacturer's specs, are required.

26.3 The driveshaft safety hoop must remain in place.

27.0 REARENDS

27.1 Only a Winters Mini-Stock Quick-Change rear end may be used.

27.2 Any ring and pinion ratio offered by Winters Mfg. may be used.

27.3 Any spur gear set 44?? as listed on the Winters website may be used.

27.4 Limited Slips, Detroit Lockers, or aftermarket differentials are prohibited.

27.5 All rear end components must meet the specifications of the original equipment.

27.6 Panhard bar, axle bracket, top link, and trailing arms must remain in stock form, in stock location, other than normal adjustments for chassis set-up.

27.7 Aluminum tubes may be adjusted to any of the mounting holes provided by the manufacturer, and may be replaced with longer or shorter aluminum tubes to achieve proper set-up.

28.0 BRAKES

28.1 The car must have four disc brakes that are operational at all times.



28.1.1 Brake lines cannot be plugged or disabled.

28.1.2 Aftermarket steel rotors may be used or as issued from the manufacturer. Recommendation from Brakeperformane.com for front hub & rotor assembly CS-61008, rear rotor hat CBF61001

28.1.3 Any type of brake pad may be used. Recommended aftermarket for Wilwood Calipers is # 150-8936K

28.1.4 Ducting may be installed to cool brakes.

28.2 Calipers:

28.2.1 Stock GM Metric, Ford, or aftermarket steel or aluminum single or dual piston calipers are allowed. Recommended Wilwood Calipers Part #'s: 120-13899 and 120-13900 for stock GM Metric Southwest Speed Spindles

28.2.2 Modifications to accommodate the newer caliper(s) are allowed.

28.2.3 Calipers must remain in stock location.

29.0 WHEEL SPECIFICATIONS

29.1 Brand: Bassett Racing Steel Wheel any backset or Aero Racing Steel Wheel any backset allowed as long as track width does not exceed 56" maximum (measured from the outermost edge of each tire)

29.1.1 Size: 13" X 7" - Steel only

29.1.2 Design: D hole, or new spun style is approved

29.1.3 Pattern: 4 Bolts on 4 ¼" spacing

29.2 Spacers: Wheel spacers are allowed to achieve proper track width as specified in Section 30.2.

29.3 Relief valves, or bleeder valves are allowed.

29.4 Tech inspectors may disqualify any damaged wheel that could create a safety hazard.

30.0 TIRE SPECIFICATIONS

30.1 Tires may be purchased only through an authorized dealer for the driver's/car owner's area.

30.1.1 deleted

30.2 Regional Races- In order to keep this class of cars relatively competitive; and, as a cost effectiveness measure, only one new tire may be purchased per race event. *Example:* 10 race Season = 10 Tires allowed, 18 race season = 18 Tires allowed, etc.

30.3 Damaged tires must be confirmed with local PGNRS tech inspector or PGNRS official.



30.3.1 Purchase of replacement for damaged tires is allowed at the discretion of local PGNRS tech or PGNRS official.

30.4 Pre-season delivery of up to six tires of yearly allotment is allowed at the beginning of the race season.

30.5 New drivers to the series are allowed four additional tires for use during the season at their discretion and may be taken at pre-season delivery time.

30.5.1 "New Driver" is defined as a driver who has never raced competitively in a PGNRS car in a scheduled event.

30.6 Softening agents are not allowed to be used on tires at any time.

30.6.1 If it is proven that tires have been soaked, the PGNRS tech will notify a PGNRS official, and:

30.6.1.1 The current set of tires will be confiscated.

30.6.1.2 The driver will be disqualified for the current event.

30.6.1.3 The driver will lose all earned points during the current event.

30.6.1.4 The driver will be suspended for one additional race event

30.7 Tires used at oval track events may not be grooved, treaded, or siped.

30.8 The car must start the races on the same tires that were used for Qualifying.

30.8.1 If damage occurs during or after Qualifying, a tire may be changed with the approval of the PGNRS Tech Inspector/Official without affecting the starting position or qualifying position.

30.8.2 If more than one tire is changed, the car loses its qualifying position, and must go to the back of the field for all heat and feature races during that event.

30.9 Durometer readings: no less than 47 @175 degrees

30.10 Track specific, depending on dealer availability – American Racer or Hoosier Tires.

30.10.1 Only Hoosier tires will be allowed at NATIONAL and National Touring races

30.11 National Events: Tire rules will be published at the time the event is scheduled/posted.

31.0 Bumpers

31.1 The Manufacturer's front and rear bumpers of stock shape 1 1/2" OD x .083 wall thicknesses, are required on the car any time the car is being operated during an event.

31.1.2 Reinforcing of bumpers is allowed from end of bumper to main frame of bumper only, max dimension of the reinforcing material is either 1/2" round or square tubing.

31.1.3 The correct factory bumper for the body style on the car must be run.

31.1.4 Bumpers must be fully covered by the body.



31.1.5 Rear bumpers will be required to be either bolted or pinned with a minimum of 2 – 1/4" bolts or closable pins, one in each bumper horn.

32.0 WHEELBASE, TRACK, RIDE HEIGHT, TOTAL WEIGHT and LEFT SIDE WEIGHT PERCENTAGE

32.1 Wheelbase, on either side of the car, must be within 76 " to 76 ½".

32.2 Front and rear track may not exceed 56" measured from outside edge to outside edge of tires.

32.3 Ride height

32.3.1 Ride height of the car will be checked with the driver in car as raced.

32.3.2 Ride height will be measured between the tires on the frame rail only. Minimum Height 2.5"

30.3.3 Deleted

32.4 The maximum left side weight is 57% with Driver.

32.4.1 Any car that weighs more than 1,600 pounds is exempt from the 57% left side weight; those cars are not to exceed 58.5% left side weight.

32.4.2 Every driver must adhere to the track scales.

32.5 Minimum - After qualifying or the Feature Race, the minimum weight of the car shall not be less than 1500 lbs., including the driver, equipment, and remaining fuel.

33.0 SHOCKS & SPRINGS

33.1 A minimum 140-pound springs may be used with the front shocks.

33.2 Coil binding setups are not allowed.

33.3 Only conventional style small bodied, coil-over shock units are allowed.

33.3.1 Different brands of coil springs may be used, 8" or 10" long, 1 7/8" inside diameter springs are allowed.

33.3.2 Original shock absorbers may be replaced with other brands. 6" stroke

33.3.3 Steel bodied, aluminum bodied, and split valve shocks are allowed.

33.3.4 Spring rubbers or spacers of any material are allowed.

33.3.5 Progressive/duel rated springs are not allowed.

33.3.6 Shocks with external knobs, slotted valve adjusters, air filler valves or ports to include nitrogen, and shafts that can be rotated while on the car, are currently **legal**.

33.3.7 No remote and or piggyback cannisters allowed, remote cockpit adjusters are also NOT allowed.



33.3.8 ONLY rebound adjustable shocks are allowed, Compression or double adjustable are not allowed.

33.4 Tie downs, and or bump stops of any type are not allowed.

33.4.1 During tech the shock stroke must close and open completely.

33.4.2 Shocks in question may be post-race tested on a shock dyno.

33.4.3 Shock components out of compliance will be confiscated and may result in disciplinary action for the offending team.

34.0 CONTROL ARMS

34.1 The upper control arms may be replaced with different brands or styles.

34.2 The lower control arm must remain the stock unit as issued from the manufacturer/dealer.

34.3 Different brands of ball joints may be used but must meet the original specifications of the ball joints used by the Manufacturer.

35.0 WEIGHT and or WEIGHT TRANSFER DEVICES

35.1 Devices designed to transfer weight of the car or change handling characteristics while racing are illegal.

Note: This includes, but not limited to, electrical, air, mechanical, or hydraulic devices other than shock absorbers and coil-over springs.

35.2 The only device allowed in the driver's compartment for changing handling characteristics, is the remote brake bias adjustment.

35.3 Weight clamps or lead weights are permitted.

35.3.1 Externally mounted lead blocks must be made clearly visible with white or neon paint.

35.3.2 Car number must be painted on all lead blocks.

35.3.3 Weights must be firmly bolted to the car with a minimum of 2, 3/8" inch bolts.

35.3.4 No other materials may be used, including, but not limited to, pellets or beads.

35.3.5 Mounting of all weight(s) must be acceptable to PGNRS officials.

35.3.6 If a car loses any weights on the track, that car will be black-flagged, unless loss is due to an accident.

36.0 DATA COLLECTION

36.1 Onboard computers or their wiring harnesses are not allowed in the car, other than the following:



36.1.1 Engine data collection devices, including but not limited to; tachometers and RPM recording devices, oil gauges, head temperature gauge, exhaust gas temperature gauge, and air/fuel ratio gauge.

36.1.2 Lap timing devices are allowed.

37.0 SWAY BARS

37.1 Only the original one piece sway bars or the upgraded BG MFG three piece sway bars are allowed.

37.1.1 All parts including bars, mounting blocks, arms, etc. must remain as originally sold by the Manufacturer.

37.2 deleted

37.3 For **old style sway bars only**, the left connector tube between sway bar and lower control arm may be replaced with

a section of chain at oval track events only.

37.4 deleted

37.5 Upgraded sway bar sizes are .600, .700, .875 and are the only sizes allowed.

37.6 The part numbers for any sway bar assembly must be verifiable part numbers to ensure compliance.

37.7 All "homemade components" will be confiscated and may result in disciplinary action for the offending team.

37.8 Rear stabilizer bars are not allowed.

38.0 POST RACE TECH AND SCALES

38.1 Top three finishers in qualifying, and everyone in the race must go directly to the scales or tech area immediately after coming off the track as directed by PGNRS officials.

38.2 Other cars may randomly be brought to post tech to keep the field equal.

38.3 All drivers must remain in the car until the track official gives permission to get out.

38.4 Trunk and hood must remain closed until such time as a tech official opens one or the other.

38.5 The driver and car must remain in tech until given permission to leave by the track official in charge.

38.5.1 Drivers failing to follow this procedure are subject to disqualification.

38.6 Each car in post-race tech will be allowed one driver and one crew member only working on the car.

38.6.1 Drivers, cars, and crew members not involved in post-race tech, must remain out of the tech area.

38.6.2 All who ignore this rule will be asked to leave the post-race tech area by the tech director.

38.7 At all times, only PGNRS members will be allowed in the tech area.



Note: Anyone planning to be in tech area, at any time, must be a driver, member or crew/associate member of PGNRS.

38.8 Post-race PGNRS tech inspections will be performed using procedures as follows:

38.8.1 Three items will be chosen by tech inspectors; a fourth and fifth item will be drawn by one of the top three finishers.

38.8.2 PGNRS will furnish electrical power, and an air compressor for general lighting and cleaning needs.

38.8.3 Blowers and or cooling devices must be supplied by the race team.

38.8.4 Post-race PGNRS inspection items

38.8.4.1 The rear spoiler angle may be checked (12.14.1)

38.8.4.2 Ride Height may be checked (32.3.3)

38.8.4.3 The body may be removed at this time.

38.8.4.4 The engine may be started, and the alternator checked to make sure it is working properly. (18.4)

38.8.4.5 The top of the engine may be cleaned at this time, and the spark plugs are to be removed, no air may be blown into the chamber to cool the cylinders.

38.8.4.6 Compression test may be performed on all cylinders. Compression must be within the limits (15.3)

38.8.4.7 The Whistler Check may be performed for bore size, CC's. (15.3.1)

38.8.4.8 The Carbs may be removed and inspected and must meet the requirements in section (16.0)

38.8.4.9 The Valve cover may be removed, and a cam check performed. Cam profile must fit specs (15.6)

38.8.4.10 Inspection of visible parts in the lower half. (15.2)

38.8.4.11 Fuel may be checked (24.0)

38.8.4.12 Drive Shaft may be checked (26.2)

38.8.4.13 Rear end may be checked (27.4)

38.8.4.14 Wheels may be checked (29.0)

38.8.4.15 Tires may be checked (30.0)

38.8.4.16 Wheelbase and Track as per section (32.0)

38.8.4.17 Shocks and springs as per section (33.0)

PGNRS officials may choose to perform any or all of the above checks and are not limited to inspecting the above list. **Note:** All cars are expected to always meet all rules in the rulebook.



PGNRS officials are not required to reach a conclusion regarding the legality of cars or parts at the racetrack and, may gather additional information in the days following an event before issuing a final decision.

39.0 PROTEST GUIDELINES

39.1 The decisions of PGNRS officials are final and non-protetable.

39.2 Protestor must have finished on lead-lap of feature race.

39.3 Protest must be written and turned into a PGNRS official no later than 20 minutes after the checkered flag is displayed.

39.4 Protest fee schedule – Third Party Inspection

39.4.1 \$2,000.00 for protests requiring engine teardown. If a protested engine is found to be legal, the competitor who was protested will keep his/her winnings and points for that event and receive \$1600.00 of the protest fee.

39.4.2 PGNRS will retain \$400.00 for the inspection and reassembly of the engine if legal.

39.4.3 All other protests will incur a \$250.00 fee with \$175.00 going to the prevailing party, and \$75.00 retained by PGNRS.

39.4.4 Deleted

39.5 Third Party Engine tear down will be limited to the following people only:

39.5.1 One authorized and approved mechanic at the discretion of PGNRS Board

39.5.2 One member from car in question if available

39.5.3 PGNRS officer

39.5.4 Third Party individual with no vested interest in either protested or protesting party.

39.6 No protest on non-performance items.

39.7 Any driver/car owner who refuses protested fee is assumed illegal.

39.8 The protester must also show the same item he/she is protesting on his/her car. If the protester refuses the inspection will end.

39.9 PGNRS reserves the right:

39.9.1 - to tear down any engine, at any time, without a protest fee being filed.

39.9.2 - to impound any car or engine for a reasonable amount of time for further inspection.

39.9.3 - to confiscate any part that is believed to be illegal during a post-race tech inspection.

39.9.3.1 Said part, or parts may be sent to PGNRS offices for final inspection, and determination of legality.



39.9.3.2 Parts determined to be illegal by PGNRS, after this final inspection, will be destroyed by PGNRS. No compensation will be given to the Car owner or driver for the destroyed illegal parts.

39.9.3.3 Parts determined to be legal by PGNRS will be returned to the car owner in good, as designed working order. Destroyed or damaged legal parts will be replaced or repaired at PGNRS expense and returned to the car owner at no additional expense.

DECAL PLACEMENT –

Alaska Raceway PARK



Windshield – Drivers Name (3” min height)

A Post (both sides) – PGNRS sticker, Series sticker directly below PGNRS



PGNRS Baby Grand Stock Car
Rule Change Proposal Form

Submitted by: _____ Date: _____

Address: _____

Alaska Raceway PARK

City: _____ State: _____

Zip: _____ Phone #: _____

Current Rule #: _____

Proposal:

Reasoning:

Send to: bgscadnd@gmail.com



PGNRS - Baby Grand Stock Car
Post-Race Tech Protest Form



Protestors Name: _____ Car#: _____

Date: _____ Time: _____ Submitted to: _____

Track: _____

Protestee Name: _____ Car#: _____

Component Protested:

Protested Fee Amount Received By:

Amount: _____ Paid to:

I hereby request that PGNS officials check the component described above on the competitor's car numbered above. I understand this form must be submitted with 20 minutes of the displayed checkered flag for the race in question involved in this report. I also understand that I must remain on hand or the inspection will end. I also understand that I will Lose 100% of the protest fee if the component mentioned above is found to be within specifications in the rulebook.

Signature: _-



PGNRS - Baby Grand Stock Car
Code of Conduct Violation Report

Fee \$100

Submitted By: _____ Date: _____

Contact Phone #: _____ Track: _____

Submitted to: _____

Offenders Name(s):

Witnesses: _____

Incident:



I / We affirm, under penalties prescribed for perjury, that the above and foregoing allegations are true and accurate to the best of my knowledge and belief this ____ day of _____, _____. I / We understand that if these allegations prove to be false, I / We may be subject to criminal prosecution for perjury.

Signature: _____

Witness: _____

Witness: _____

Available parts from Mark Bartley Enterprises (MBE) are:

Body panels are available thru JMEK (Joe McCloud) and MBE.