



The Official 2012 Hand Book

Establishing rules and general conduct and providing a detailed explanation of procedures. This Hand Book will govern all of the North East Enduro Tour Series Sanctioned enduro events; Including, but not limited to, events located within Pennsylvania and New Jersey.

This is not Bridgeport's rule package. However, it is the rule package in the direction that we point our drivers to if needed. It is intended to be more of a guideline to follow.

If there are any questions regarding the legality or safety of your race car please call the Speedway (856-467-4407).

Grandview's Outlaw/Enduro cars are accepted

Mission Statement

The purpose of this series is to promote enduro racing and to recognize its importance in the sport of auto racing. The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events, to establish ***minimum acceptable safety requirements*** and to govern the legality of vehicle performance for such events. These rules shall govern the condition of all events; it is the responsibility of the participants to educate themselves and their crew members of all rules and regulations; series officials shall assume participants are familiar with all rules and regulations. The specifications are designed to keep the participant's vehicles cheap and affordable; the enduros are an entry level division and are not intended for race cars.

These rules are intended to be 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.

All rules are geared towards even competition in the spirit of enduro racing. Anything not covered in the above rules may not be legal and should not be assumed legal. If there is something in question, please ask our technical inspector prior to racing whether it is acceptable or not. Do not assume it will be legal only to find out otherwise in the post-race technical inspection. We are here to have fun and do not want to see anyone be disqualified. Please feel free to email either tech official, Rick Collins - rick@neetsracing.com, or series promoter, Joe Cutri - joe@neetsracing.com, with any question you may have pertaining to our rules.

Technical official reserves the right to make changes to any rules without notice. If there are certain areas that require more attention than others, rules will be created/alterd accordingly. No major changes to rules will be implemented once a season has commenced unless it pertains to safety or an extreme advantage to certain participants. As a driver, it is your responsibility to know and understand there rules set forth. We will do all that we can to help you along the way to becoming a better driver, however we cannot set-up your vehicle for you.

Disclaimer:

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.

Table of Contents:

❖ Chapter 1	
➤ General Rules & Administration	6
❖ Chapter 2	
➤ Driver Requirements	10
❖ Chapter 3	
➤ Racing Divisions	12
❖ Chapter 4	
➤ Vehicle Construction	14
▪ Level I	14
▪ Level II	22
▪ Level III	26
❖ Chapter 5	
➤ Transponder Scoring System	27
❖ Chapter 6	
➤ Technical Specifications	28
❖ Chapter 7	
➤ Procedural Rules	35
❖ Chapter	
➤ Special "Open Competition" Events	54
❖ Appendix A	56

<i>Amendments to Rules</i>	5
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Non-Series Utilization of This Rule Book

Following the 2012 Racing Season, the North East Enduro Tour Series has ceased hosting racing events. Other organizations, including but not limited to outside/competitor enduro series, professional racing venues and other racing sanctions not known at the time of this amendment to the rules, have decided to incorporate the “NEETS Rules” into their events.

The North East Enduro Tour Series has absolutely no involvement and connection with any use of this set of rules beyond the 2012 Racing Season which was hosted by the North East Enduro Tour Series. The series has opted to allow utilization of this 2012 set of rules by outside organizations permitting the use of this set of rules is being used solely to encourage involvement in the enduro racing sport. Organizations deciding to utilize this set of rules should be focusing on the existential safety regulations set forth by these rules.

The technical aspect of this rulebook may be used, however as each venue poses a different point of view when considering technical regulations. The technical regulations set forth in this rule book were decided upon at the end of the 2011 Racing Season at the annual rules meeting; therefore this is not an up-to-date set of technical regulations. In addition to possible out-dated technical regulations, the State of New Jersey adopts triennial modifications to the “State Issued Racing Safety Regulations”. This set of rules will not comply with any rules set forth by the State of New Jersey which are not specifically identified in this Rule Book.

- Use of these rules should be made by request to the promoter of the series, Joe Cutri; ***out of common courtesy.***
- Use of these rules offers ***no guarantee of safety*** to participants/officials/spectators.
- Use of these rules does not guarantee the racing venue promoting the event and delegating the rules is capable of enforcing the rules either: ***in the true spirit of enduro racing, with the intentions and dedication of the North East Enduro Series to their drivers, and fully understanding the extent of the rule book and all of the specific regulations and subsections of each rule.***
- Use of these rules should be made public to all event participants with ***clear identification of all modifications*** made by the racing promoter/venue.
- Use of these rules as authorized by Series Promoter, Joe Cutri, will be considered official once the following form has been signed and returned to the series.
- Unauthorized use of these rules is strictly prohibited.
- Unauthorized use of these rules dictates the racing venue has no concern for the true spirit of enduro racing, intentions other than those of the North East Enduro Tour Series, lack of true dedication to the sport and their drivers/participants and a complete lack of understanding the meaning and extent of any regulation set forth by this set of rules.

Date: _____

I, _____, am requesting use of this set of rules for the promoting of enduro style racing events at my racing venue. I understand the concept of these rules and will fully dedicate myself and my events to providing my drivers/participant with an environment true to the enduro spirit of racing and understand the limitations set forth by these rules.

Racing Sanction/Venue Name: _____

Racing Venue/Speedway: _____

Location: _____ (City and State)

Racing season duration: _____ (i.e. April – October, 2014)

Please mail this form to: Joe Cutri
1303 Pebblebrook Road
Warminster, PA 18974

I have read the "Non-Series Utilization" section of this rule book and agree fully to its constraints.

(print name)

(signature)

(This section will be completed by the Series Promoter and a copy will be returned to the applicant.)

I, Joseph Cutri, North East Enduro Series Promoter, authorize the above identified racing sanction/venue to use the 2012 North East Enduro Tour Series Rules in conjunction with their racing events.

(Signature, Series Promoter)

(date)

Amendments

Rule Amendments & Corrections

- Non-Series authorized and unauthorized use of Rule Book
- **Table 107.2 Specific Part Claim Values:** Corrected items and entered the appropriate values.
- **§201.1 Minimum Ages:** Inserted “New Egypt Speedway” with the minimum age restrictions at Wall Stadium Speedway; both venues located in New Jersey, regulations are similar.
- **§405.4.1 Door Bars:** In NJ, all exterior door bars must have ends turned inwards.
- **§406.1.3 Weld Quality:** Duplicate requirement in Section 406.1.9, merged details and deleted the Section 406.1.9.
- **§406.1.7 Rear Fuel Cell Protection:** The provisions for the installation of the fuel cell itself was added, the details of Section 406.1.7 will be merged with the rest of the Fuel Tank and Fuel Cell requirements.
- **§406.1.8 Roll Bar Padding:** Reworded section for grammar correction; no change to rule.
- **§406.4.1 Age Limit, Exception:** Modified details for requirements for harness age limits for events at NJ Speedways.
- **§601.4 Aftermarket Parts Rationale:** Grammar correction; no change to rule.
- **§605.1 Types Permitted:** Inserted §605.1.1 through 605.1.3 identifying specific makes of vehicles’ requirements for carburetors.
- **§605.1 Holley Carburetors.** Inserted requirements for Holley Carburetors and permitted exception.
- **§606.1 Types Permitted:** Inserted exception.
- **§607.2 Valve Springs:** The words “push rod” were inserted for clarification purposes.
- **§607.3.1 Legality:** Note inserted regarding stamped part number does not match manufacturer’s product number.
- **§607.3.2 Performance Advantage:** Inserted new section identifying the performance advantage gained by the Vortec heads and the Peashooter limitations for their installation in §607.3.2 and §607.3.2.1 though §607.3.2.3
- **§608.2.3 Testing Vacuum:** Inserted requirement for vacuum canisters.
- **§610.3.1 Catalytic Converters:** Replaced the word “May” with “Should”.
- **§611.1 Types Permitted:** Incorrect wording of this section; replaced both words “Solid” with “Rubber”
- **§612.1 Types Permitted:** Reworded the requirement for Powerglide transmissions allowing their installation.
- **§612.3 Standard:** Inserted “No aluminum flywheels”.
- **§613.2.1 & § 613.3 Aftermarket Axles & Inspection:** the two sections were misplaced and swapped position.
- **§614.7 Sway Bars:** Expanded on the restrictions for sway bars.
- **§615.2 Size:** Example inserted for clarification purposes.
- **§616.1 Types Permitted:** Corrected size restriction; “4/32-inch” replaced with “3/32-inch”; removed shaved tire requirement
- **§616.1.1 Inspection:** Inserted inspection notification.

CHAPTER 1

GENERAL RULES & ADMINISTRATION

Section 101 Scope

§101.1 Title. These provisions shall be known as *The North East Enduro Tour Series Official 2012 Rule Book* and shall be referred to as “The Rules”.

§101.2 Scope. The provisions of *The North East Enduro Tour Series Official 2012 Rule Book* shall apply to the general conduct of all competitors and their respectful crew members, construction of the vehicles, procedural regulations and technical specifications in special areas of the rules.

§101.3 Intent. The purpose of this rule book is to establish the minimum safety requirements for all competitors competing in events, general conduct regulations for all persons attending events, and eliminate gray areas in technical areas of motors, suspension and other components of the vehicles.

Section 102 Applicability

§102.1 General. The Rules are a description of the "General Conduct" that is expected out of every driver and crew member. These rules are the same for each and every event sanctioned/hosted or visited by any NEETS Racing official, representative and driver.

§102.1.1 All competitors shall be subject to the rules and regulations of NEETS as stated or amended. NEETS Racing does not amend rules once a season has initiated unless an extreme safety hazard is present.

§102.1.2 It is the responsibility of all competitors to familiarize themselves to the Rules. Anyone entering pit areas should be acquainted with the General Rules & Administration as a stepping stone to becoming a driver.

Section 103 Series Officials

§103.1 Designation. A “Series Official” is someone who has been appointed to a position to enforce regulations and control the overall racing environment.

103.1.1 Identification. All series officials will bear an official racing shirt with the words “NEETS OFFICIAL” imprinted in bold letters on their back. Shirts will either be Black and Yellow or Black and Red in color. There is no difference in hierarchy between colors.

§103.2 Officials/Positions. The following list is an identification of all current series officials and their respectful positions and duties.

**Table 103.2 (1)
On-track/infield Series Officials**

Joe Cutri	Series Promoter
Rick Collins	Technical Inspector
Josh Oswald	Head Flagger
Patrick Karley	Corner Flagger
Eric Wink	Corner Flagger
Ryan Nelson	Infield Flagger / Pace

**Table 103.2 (2)
Off-track/administrative Series Officials**

Erin Cutri	Series Promoter
Cindy Bott	Miss NEETS
Gary Lileck	Announcer / P.R.

Section 104 General Rules

§104.1 Altercations. Physical or verbal abuse of officials, employees, other participants, or patrons will not be tolerated.

§104.1.1 Steps will be taken as necessary to maintain a trouble-free and family friendly racing community.

§104.1.2 Suspensions and/or fines may be issued by the officials of NEETS for rough driving, abusive behavior, or un-sportsmanlike conduct.

§104.1.3 Fighting, violent threats, or other acts of violent intent by competitors will also result in loss of points, suspensions and fines as issued by the officials of NEETS as well as criminal complaints issued against the individuals involved.

§104.2 Designated Pit Area. Competitors have the luxury of parking at any designated parking location in the pit areas, however once parked drivers and pit personnel should stay in their own respected pit areas in the case of an altercation between drivers and/or crew members.

§104.2.1 At Fault Clause. Anyone in an altercation outside of their own respected pit area or at any other area of the raceway grounds will automatically be considered at fault.

§104.2.2 Responsible Party. The driver and owner are responsible for the behavior of all persons with the car.

§104.3 Malicious Intent. Any party who willfully or maliciously uses a race car on the track or in the pit area to injure, destroy or damage another person and/or person's property will be disqualified, suspended, fined and may be subject to arrest.

§104.4 Alcoholic Beverages. Open alcoholic beverages are prohibited anywhere within the designated pit-side area of the speedway until a minimum 15 minutes after the last event.

§104.4.1 Some speedways allow alcoholic beverages to be consumed in the grandstand area of the speedway so long as no glass bottles are brought onto speedway grounds.

§104.5 Illegal Narcotics. The use or possession of any illegal controlled substances is strictly prohibited. Violators are subject to disqualification, suspension, fine and/or arrest. This applies to every single person attending a North East Enduro Tour Series sanctioned racing event.

Section 105 Technical Inspections

§105.1 Applicability. All cars are subject to technical inspection as deemed suitable by series officials. Decisions are final regarding the safety and legality of all cars.

§105.1.1 Refusal of Inspection. Any competitor refusing an inspection will be automatically disqualified and will not be permitted to compete in any events until an inspection has been performed.

§105.1.2 No equipment shall be considered approved simply because it passed through a safety inspection or previous technical inspection unobserved by series officials.

§105.2 Technical Protests. Visual protests by competitors may be brought to the attention of series officials and do not require a protest fee.

§105.2.1 Visual protests must be made prior to the start of the event, must be in writing, signed by driver/owner and submitted to the officials.

§105.2.2 No other protesting allowed. All technical items and inspections will be left entirely up to the series officials.

§105.3 Post-race Inspections. Vehicles placing in monetary or trophy positions will be thoroughly inspected by the technical inspector.

§105.3.1 All weights, percentages and measurements are after race will be calculated with the driver in the car.

§105.3.2 Disqualification. If a car is disqualified, driver will receive no points and no payout.

Section 106 Care for the Speedway Grounds

§106.1 All persons entering the speedway grounds are responsible for their own actions to all speedway property.

§106.2 Intentional dumping of any fluids, broken glass and/or tires on speedway grounds will result in fines from the speedway and suspension from racing with the series.

§106.2 Each and every speedway handles trash disposal differently, use the trash receptacles as they are intended to be used.

§106.2.1 Burning Trash. Some venues chose to burn the trash remnants left after the racing events. This does not allow attendees to set fire to trash receptacles or their own refuse. Fines will be issued by the speedway and possible arrest can result for any disobedience to this rule.

Section 107 Claim Rules

§107.1 Vehicle Claim. The series promoter reserves the right to claim any car after an event to insure there is no high dollar cars competing unfairly.

**Table 107.1
Vehicle Claim Values**

Small Car	\$750
Big Car	\$750
TRUX	\$750

§107.1.2 Un-claimable Parts. Any items such as racing seat, belts, window net, and fuel cell, may be removed designated by the promoter.

§107.1.3 Buy-back. Claimed vehicles may be bought back from the series at the end of the season for the value originally paid by the series. The vehicle will no longer be permitted to compete in future sanctioned events.

§107.2 Specific Part Claim. In the case of one item on the vehicle is illegal, the series promoter reserves the right to claim the single part alone rather than the whole vehicle as noted in the table below.

**Table 107.2
Specific Part Claim Values**

Carburetor	\$100
Computer	\$100
Heads	\$300
Intake	\$150

§107.3 Refusal. Drivers who refuse a claim by the series promoter will be denied points, position and payout. Once officially refused, the decision cannot be changed.

Section 108 Series Membership

§108.1 Intent. All participants must purchase a "Series Membership" prior to participating in any racing event.

§108.2 Costs. The Series Membership will cost \$20.00 and is valid for one season starting January 1st of the year it is purchased and

ending December 31st of the year it is purchased.

§108.3 Requirements. Membership is open to all participants, drivers, crewmembers and fans. In order to obtain a membership, a membership application form must be completed and submitted for review with payment in full to either prior to the event or at the registration office on race-day. The following information must be provided:

1. Full Name
2. Address (Street, City, State & ZIP)
3. Contact Phone Number
4. Email Address (if applicable)
5. Social Security Number (For IRS Form 1099)
6. Date of Birth (under 18 years old, attach copy of Birth Certificate)
7. List of Allergies / Medications
8. Name and Number of Emergency Contact Person
9. Racing Resume (only if member is to be a racing participant and is under 18 years old)
10. Type of Vehicle (Division, Year, Make & Model)
11. List Names of Crew Members (only the driver of a vehicle is required to provide this information, crew members and fans can ignore this item)
12. List Name(s) of Drivers You are Crewmembers of (Drivers can ignore this item).

§108.3.1 Misinformation. It will be assumed that the information provided is correct and accurate at time of submission. Anyone who is found to be dishonest on the membership application form will not be permitted to participate in any racing events.

§108.4 Application. At the time of receipt of an application, the Series Promoter will review the application in its entirety prior to approval.

Approval/Denial will be received within three weeks of receipt of the application.

§108.4.1 Day-of-Race Applications. No applications will be fully reviewed if received on the day of an event. The form will be reviewed post-race and the driver will be permitted to participate in the day's event.

§108.5 Non-application. Any driver who has not applied by the first race of the season will be given the first race as a courtesy to have the application sent in as soon as possible.

§108.5.1 Mid-Season Application. As new drivers begin their racing career in the middle of a racing season, they will be permitted to use the first participated event as their courtesy event. Application must be made prior to the following event.

§108.6 Point Standings. No points will be awarded until the participant receives an approval on their application. If there is any reason for a denial or if the series has made several attempts to retrieve the required information without success, no points will be awarded; prior or future.

§108.7 Post-Race Payout. Payouts will only be made to drivers with a Series Membership. If a driver claims a paying position in the first race of the season and does not have a membership at that time, payout will be retained until the application is received and/or approved.

§108.7.1 Time Limit. Retained payouts will be considered forfeited if an application is not received/approved by the day of the following event.

CHAPTER 2

Driver Requirements

Section 201 Required Ages

§201.1 Minimum Ages. Due to different insurance regulations at each separate racing venue, the series does not have the power to elect minimum ages. The following is a list of known minimum ages at selected racing venues:

Grandview Speedway

Age to enter pits – 12

Age to race – 14

Children under 12 must be accompanied by an adult, other than driver, at all times.

Wall Stadium Speedway & New Egypt Speedway

Age to enter pits – 16 (copy of Birth Certificate required by speedway office for anyone under 18)

Age to race – 17

*In the State of New Jersey, drivers under the age of 18 must submit a "Racing Resume" to the sanctioning body for review and approval ninety (90) days prior to participation in any racing event.

Section 202 Driver Safety Equipment

§202.1 Safety Equipment. All drivers are required to wear the minimum safety equipment out lined in §202.1.1 through §202.1..

§202.1.1 Underwear. All drivers should wear at least a pair of underwear and a t-shirt under the fire suit.

§202.1.1.1 Nomex Underwear. For all racing events in the state of New Jersey,

all drivers must wear Nomex Underwear under fire suits, which provides protection from burns.

§202.2 Shoes. Racing shoes that provide heat and fire protect are required to be worn during racing.

§202.3 Gloves. Drivers must wear gloves while racing. There is no specification on which type of glove is to be worn, however a flammable glove is not permitted. Use of mechanic's gloves is acceptable.

§202.4 Fire Suit. A full-body, one-piece, two-layer fire suit is highly recommended. Single layer suit is only acceptable with use of Nomex Underwear.

§202.4.1 Flame Proof Jacket & Pants. Use of flame proof jacket and pants is acceptable, however Nomex Underwear is required.

§202.5 Helmet. Helmets must have a Snell 2000 rating or better stamped and/or sewn into the inside fabric of the helmet.

§202.5.1 Motorcycle Helmets. Motorcycle helmets are permitted so long as they are equipped with a full face mask to prevent dirt and/or debris hitting the driver's eyes.

§202.5.2 Tear-offs. Tear-offs are mandatory. Driver may install as many as they feel necessary. A shop rag may also be carried along to wipe the face mask clean of mud if tear-off supply is depleted.

§202.6 Neck Brace. All drivers must have a neck brace. There is no specification on what type must be used.

§202.6.1Hans Device. The use of a Hans Device is highly recommended, however the cost factor is too great to justify. If a Hans Device is chosen by the driver, install per manufacturer's specifications.

CHAPTER 3

Racing Divisions

Section 301 Classification of Divisions

§301.1 Divisions. There are two main divisions that compete within the series; Big Cars & Small Cars. There are also support divisions such as the Ladies' Race and Trucks Racing Under Extremes (TRUX).

§301.1.1 Choosing a division. Although it may be simple to identify which division a vehicle may qualify to compete in, there are a few cases in which a detailed measurement may make the difference.

Section 302 Big Car Division

§302.1 Identification. A "Big Car" is any American or foreign straight 6, V6, or V8 front or rear wheel drive, minimum 4 passenger car with a minimum 104" wheel base.

§302.1.1 Trucks. Mid-size V6 pick-ups will be permitted to compete with the TRUX Division and with the Big Car Division; however they must first compete in a TRUX race before competing in the Big Car race.

§302.2 Permitting. All "Big Cars" will run according to the rules, but may have some restrictions to certain models if they become dominant throughout the season.

§302.3 Undersized Models. Specific models that do not meet the 104" wheel base and have V8 motors (Such as Ford Mustangs and Rancheros, Pontiac Firebirds and Chevrolet Camaros and El Caminos) will be classed with the Big Cars, but will require an upgraded roll cage highlighted in the Vehicle Construction Guidelines.

Section 303 Small Car Division

§303.1 Identification. A "Small Car" is any 4 passenger minimum, front or rear wheel drive, 4 cylinder car with a max wheelbase of 104".

§303.1.1 Trucks. 4 cylinder compact pick-ups will be permitted to compete TRUX Division and with the Small Car Division; as most events have the Small Car Division competing first, drivers who wish to race both races must pay for both registrations prior to racing, fees will be returned to drivers unable to compete in the TRUX Division, however no points will be awarded for show.

§303.2 Permitting. All "Small Cars" will run according to the rules, but may have some restrictions to certain models if they become dominant throughout the season.

§303.3 Restrictions. No two-seater cars, (Such as the Honda CRX), turbo or forced air-induction motors

§303.4 Oversized Models. Specific models that exceed the 104" wheel base and have a 4 Cylinder motor will be permitted to race with the Small Car Division if the vehicle is not equipped with an upgrades roll cage highlighted in the Vehicle Construction Guidelines. If the car has been equipped with the upgrades roll cage, the car will be forced to compete in the Big Car Division.

Section 304 Trucks Racing Under eXtremes (TRUX)

§304.1 Identification. A "TRUX" is any American or foreign 4 cylinder or V6 pick-up style truck.

§304.2 Permitting. All "TRUX" will run according to the rules, but may have some restrictions to certain models if they become dominant throughout the season.

§304.2.1 Trucks in Other Divisions. TRUX will be allowed to compete in other divisions as allowed by the division's specific rules on trucks.

Exception: In the State of New Jersey, all trucks must compete in either a completely separate truck-only division or in the Big Car Division. Trucks cannot compete in the Small Car Division.

§304.3 Specifications. Trucks cannot be all-wheel drive (AWD) or 4x4. If a driver wished to utilize a truck with these components, the driveshaft must be removed to limit truck to 2 wheel drive.

§304.4 Truck Size. Trucks must be compact or mid-sized trucks only, no full sized trucks allowed. (An F150 is considered a full sized truck.)

Section 305 Natural Aspiration

§305.1 Application. All vehicles in all divisions are intended to be naturally aspirated vehicles. Use of nitrous oxide or other fuel injected additive to increase performance is not permitted.

§305.2 Turbos and Superchargers. No vehicle will be permitted to be turbocharged or supercharged. Factory installed performance products are not exempt from this regulation. If a turbocharged or supercharged vehicle is to be used for any enduro events, the specified

performance product must be removed in its entirety. If the vehicle will not function without the product installed or if the vehicle's owner is incapable of proper removal, the vehicle will not be permitted to participate.

Section 306 NJ State Laws - Divisions

§306.1 Establishment. Chapter 62 "NJ Motor Vehicle Racetrack Regulations" Section 10.7(i) will govern the division in which the vehicles compete, regardless of motor size.

§306.2 Big Car and Small Car Divisions. Vehicles with a wheelbase measuring from 95 inches up to and including 103 inches shall be considered as compact vehicles (Small Car Division). Vehicles with a wheelbase measuring over 103 inches shall be considered full size vehicles (Big Car Division). Vehicles with a wheelbase measuring under 95 inches are prohibited in enduro events.

§306.3 Trucks and Truck Division. Compact and smaller size pickup trucks shall be permitted in enduro events, however, they shall only be allowed to compete in the full size vehicle class (Big Cars) or in a separate pickup truck class (TRUX).

CHAPTER 4

Vehicle Construction

Section 401 Application

§401.1 Applicability. This section applies to all vehicles that are either “being built” or “already racing” with the series.

§401.2 Intent. This section of the rules is intended to keep the driver safe from harm while racing. There are no parts of this section that are meant to deem your car "legal" under any technical specifications. This set of rules as follows is designed to provide the driver with bare minimum safety. Drivers are urged to go above and beyond, however this set of rules is just a starting ground for construction of an enduro vehicle.

§401.3 Design. There are three levels which will be created in this set of guidelines. These three levels are based on the actual vehicle and not the driver’s experience in racing.

Level I - New vehicle construction.

Level II - Vehicles that have been racing for a short while.

Level III - Vehicles with many years of racing.

§401.4 Prior to Start. Read through all of the rules before commencing car construction; ask questions on our forums, email, call or text Series Promoter and/or Tech Official with any questions you may have regarding what is required and what is recommended. These guidelines have been designed around driver safety; certain parts of our rule books go above and beyond what is required to allow you a safer racing experience.

§401.4.1 Excessive safety. A Driver can never be too safe; however extra safety

features/ideas can possibly back-fire and work against the driver, possibly entrapping them or causing more harm.

Section 402 Level I Vehicle Construction

§402.1 Identification. The first of three levels, “Level I” is designed around the initial construction of an enduro car. The “Level I” tier is the most restrictive tier so that all vehicles being newly constructed will be safe and secure while being constructed to meet future safety regulations. If the car is built right from the beginning, it will be safer and cost less over time.

§402.2 Scope. This section of the rules has been designed to walk a driver through the initial construction phase of a new enduro car, therefore it will include proper demolition instructions and specific construction of the vehicle to maximize driver safety.

Exception: This section will offer guidelines that state bare minimum requirements. If a driver feels the need to go beyond the bare minimum requirements, there will be no penalty so long as safety is the driving force for going beyond. Any performance advantages gained from supposed safety installations may/will be mandated to be removed.

§402.3 Applicability. This section of the rules, “Level I”, applies to all vehicles that are currently street-worthy vehicles. Subsequent portions of the rules, “Levels II & III”, will apply to vehicles that are already being used as enduro cars or have modifications.

Section 403 Vehicle Exterior Demolition

§403.1 Demolition. The following list of requirements represents the tasks that must be performed to prepare the exterior of the car prior to construction.

§403.2 Glass. Remove all glass from the vehicle prior to arrival at the Speedway.

§403.2.1 This includes windshield, rear window, driver's and passenger's side windows and any convenience windows provided by the manufacturer.

§403.2.2 Remove all broken glass shards from all door skins and floor of the vehicle.

§403.2.3 Fines of up to \$1,000.00 can be charged to the driver/crew by the Speedway for any glass found in the pits.

§403.3 Decorative Metal/Material from Factory. Remove all exterior plastic/decorative metals.

§403.3.1 This includes side mirrors, windshield wipers, windshield fluid sprayers, decorative door bumpers/trim, side skirts, reflectors, door handles, lock mechanisms, license plates, headlamps, brake, fog and reverse lights.

§403.3.2 Plastic shatters upon impact, the shards left on the track will cause flat tires to other drivers and possibly yourself.

Section 404 Vehicle Interior Demolition

§404.1 Demolition. The following list of requirements represents the tasks that must be performed to prepare the interior of the car prior to construction.

§404.2 Rear View Mirrors. Rear view mirrors must be removed entirely or covered with

colored racing tape over the reflective surface in vertical strips.

§404.2.1 The mirror cannot be left untapped and just bent upwards.

§404.2.2 Sun visors with convenience mirrors must be removed entirely or completely tapped over.

§404.3 Dashboard. Dashboard may remain in place if roll bars can be installed without disturbing the dash.

§404.3.1 If dashboard is removed; all factory gauges must be relocated or a new gauge cluster may be installed. Vehicle should not be left without any gauges.

§404.3.2 Car radio may remain and may be used during red flags and line-ups; should be turned off during racing as not to distract driver from calls made over the scanner.

§404.4 Flammable Materials. Any flammable parts/fabrics should be removed.

§404.4.1 Seats. All factory installed seats must be removed; front and rear.

§404.4.1.1 Seat track may remain in place as long as it does not interfere with the placement of racing seat and/or roll bars.

§404.4.2 Carpets. Carpets must be removed completely; do not remove the floorboards.

§404.4.3 Misc. Remove any remaining fabrics/flammable items. (Ceiling mat, etc.)

§404.5 Floorboards. Floorboard must be installed and in good condition; if holes are present, must be patched.

§404.6 Door Skins. Door skin reinforcements from factory may remain in place; however if roll cage door bar(s) installation mandates

removal, they may be removed for installation purposes.

§404.7 Third Brake Light. All third brake lights must be removed. (Disconnecting the wire alone is not sufficient.)

Section 405 Vehicle Exterior Construction

§405.1 Construction. Once all exterior demolition is completed, the next step is to begin installation of key safety features. The following steps will walk through the exterior construction phase, one item at a time.

§405.2 Windshield Screen. Windshield screen should be 1" x 2" box weld wire mesh minimum; screen can be found at local gardening supply and home improvement stores. See Figure 405.2 in Appendix A for sample image.

§405.2.1 Reinforcement. A minimum of three (3) 1" x 1/8" metal straps must be located in the center of the screen, spaced at least 2" apart.

§405.2.2 Chicken wire will not be accepted.

§405.2.3 Chain link fencing is an acceptable material, please assure that it is securely fastened with no sharp edges exposed.

§405.3 Doors. All doors must be fully welded, chained or bolted shut. A quick tack weld that is the only thing holding the door in place will not be acceptable.

§405.3.1 Welding Doors. The door must be completely welded shut either along the seams of the door or by using metal plates.

§405.3.2 Bolting Doors. The head of the bolt must be on the exterior of the vehicle with the nut and protruding portion of the threads facing inside. Make sure there is no way the driver can touch the protruding

portion of the bolts. There is no requirement on bolt size.

§405.4 Door Bars. Door bars must be installed on each side of the vehicle consisting of 1 ½" pipe or 3" x ¾" flat metal maximum.

§405.4.1 The ends of pipes must be turned inwards or cut smooth to prevent tire cutting. For all racing events in the State of New Jersey, all outside door bars must be turned inwards, no exceptions will be accepted.

§405.4.2 No other outside bars are permitted; front or rear.

§405.4.3 Locations. Door bars must be located no lower than the center of the wheel hubs and no higher than the top of the tires. See Figure 405.4.3 in Appendix A for sample image.

§405.5 Bumpers. Bumpers must be stock-style, no aftermarket/race-style bumpers.

§405.5.1 No reinforcement of front or rear bumper is allowed. Bumpers are not battering rams; if deemed as such the driver will be forced to cut the reinforcing members.

§405.5.2 Bumpers must be chained or cabled to prevent loss during race; bolts are not acceptable. See Figure 405.5.2 in Appendix A for sample image.

§405.5.3 A plate must be welded or bolted to the outside edge of the bumper and ran back to the fender in order to prevent cars from becoming hooked together while racing.

§405.5.4 If bolted; use of carriage bolts with threads facing inward is mandatory; no tire cutters.

§405.6 Window Net. A drop-down window net is required on the driver's side door. See Figure 405.6 in Appendix A for sample image.

§405.6.1 Window nets must be easily operable from both outside and inside of the vehicle.

§405.6.2 Cannot be permanently mounted, must be operable.

§405.6.3 Arm restraints are not required nor do they replace the need for a window net if they are installed.

§405.7 Hoods. The hood must be chained or bolted shut; cannot be welded closed.

§405.7.1 A 5" round access hole must be cut in hood to allow a fire extinguisher to easily enter.

§405.7.1.1 A round hole is highly recommended, flaps can tend to bend and block access in emergency situations.

§405.7.2 Engine compartment must be readily accessible for officials at any time, no tool or special equipment should be necessary to open the hood.

§405.7.2.1 If a threaded bolt is to be used to secure the hood, the bolt should extend no higher than two (2) or three (3) threads above the top of the nut.

§405.7.2.2 Threaded bolt must have permanently attached device on the nut that will allow for manual removal.

§405.8 Trunks. Trunk must be clean and free of debris prior to arrival at the speedway; no leaves, muck, water, excess fuel, broken glass or metal shards should be present.

§405.8.1 Do not add weight in trunk.

§405.8.2 Must be readily accessible for inspection by officials at any time.

§405.8.3 Must be chained or bolted closed; should be chained separately from the rear bumper.

§405.8.4 If no fuel cell is present in the trunk and is visible for inspection from the driver's compartment, trunk may be welded closed.

§405.8.5 Trunk springs must be removed.

§405.8.6 Trunk floorboard must be installed, no open trunks; can be fabricated or aftermarket.

§405.8.7 If trunk is bolted; reference §405.7.2.1 and §405.7.2.1 for proper procedure.

§405.9 Roofs. Sunroofs and T-tops must be covered with sheet metal.

§405.9.1 Metal must be welded or fastened in place with rivets.

§405.9.2 For cars that have T-tops installed, roll cage must be constructed to meet Level III requirements.

§405.10 Car Number. Driver must choose a race number which will be set for the entire season.

§405.10.1 Locations. Must be located on each side of the car, driver's side and passenger side, and roof (readable as if you are standing on the passenger side). See Figure 405.10.1 for sample image.

§405.10.1.1 Numbers located on front window screen and rear windshield via metal plate are preferable, but not required. Sail panels prove very helpful for scoring purposes when track conditions change during racing.

§405.10.2 Size. Numbers must be minimum 18" high.

§405.10.3 Color. Numbers must be of a contrasting color to the color of the rest of the vehicle.

Section 406 Vehicle Interior Construction

§406.1 Roll Cage. There is no limit to how safe you can make your car, the following guidelines are the bare minimum requirements and, if you read on to Levels II and III, over time your car will be mandated to become safer.

Every Vehicle must be equipped with a roll cage that will provide the driver with sufficient protection from impact with the wall, from other vehicles and in roll over situations.

§406.1.1 Roll Bar Size. Roll bars are to be minimum one and three quarter inch (1 ¾") with wall thickness .095 inch.

§406.1.2 Roll Bar Terminations. All roll bars that are being tied into the structural steel of the vehicle should be met by a four inch by four inch (4" x 4") plate to properly support/fasten the cage to the car. Do not weld/attempt to weld a roll bar directly to the floorboards; it will not support the cage under impact.

§406.1.3 Weld Quality. All welds are to be clean, sloppy welding is a safety issue and will prevent a car from being permitted to race. When welding roll bars in place, welders should put quality in their work as the construction of the roll cage is the main source of driver safety. Poor weld quality may result in technical inspector requesting reconstruction of the roll cage or the vehicle not participating. See Figures 406.1.3 (1) through (3) of Appendix A for sample images.

§406.1.4 Roll Cage Location Limits. No bars are to extend out forward of the centerline of the front ball joint; no bars shall extend farther back than the center line of the rear hub.

§406.1.4.1 Firewall Penetrations. Bars extending through the front firewall must be sealed to limit possible fire entry into the driver's compartment by using 20 gauge steel around the bars to maintain the firewall integrity.

§406.1.5 Minimum/ Basic Roll Cage Requirements. A minimum 4-point roll cage is required for all vehicles. A "Drag-Style" roll cage is acceptable. See Figure 406.1.5 of Appendix A for sample image.

§406.1.5.1 Main Hoop. A "Main Hoop" beginning at the floor behind the driver, extending up against the roof of the car and continuing along the roof from driver's side to passenger's side, then returning to the floor of the car behind the passenger's seat.

§406.1.5.2 Door Bar. One (1) side door bar side door bar beginning on the main hoop, at a point no higher than the driver's shoulder height and no lower than the driver's waist, extending on a downward angle to the floor as far forward against the front firewall as possible, terminating on a plate as identified above.

§406.1.5.3 Rear Bars. Two (2) bars extending from the portion of the main hoop against the roof of the vehicle on a downward angle to the floor or rear firewall terminating on plates as identified above; may extend as far back as but not beyond the center of the rear axle.

§406.1.6 Recommended Upgraded Roll Cage Construction. It is highly

recommended that all drivers go above and beyond the minimum requirements of these rules. If intending to build a stronger roll cage, the following guidelines should be followed.

§406.1.6.1 Basic Roll Cage. The specifications of §406.1.6.4.1 through §406.1.4.3 should be followed as the basic roll cage construction will act as the backbone of an upgraded, more reinforced roll cage. In addition to the requirements of §406.1.6.4.1 through §406.1.4.3, the following sections shall be required.

§406.1.6.2 A-Pillar Bars. Two (2) bars which mimic the Main Hoop positioned in front of the driver along the A-Pillars, as close to the windshield as possible. See Figures 406.1.6.2 (1) & (2) of Appendix A for sample images.

§406.1.6.3 Halo. One (1) or two (2) bars connecting the Main Hoop and the A-Pillar Bars above the driver's head against the roof of the car. The halo is intended to keep the roof of the vehicle from caving in on the driver in the case of a roll over. See Figures 406.1.6.3 (1) & (2) of Appendix A for sample images.

§406.1.6.4 Door Bars. Two (2) or three (3) horizontally mounted bars against the driver's side door between the Main Hoop and the A-Pillar Bars. This multiple bar installation in comparison to the single bar installation of the basic roll cage installation does not require these bars to be installed on an angle; they may be installed level as they will provide an adequate level of protection. The highest mounted bar should be located just below the window opening; the lowest bar should be no lower than the bottom of the driver's seat. See Figures 406.1.6.4

(1) & (2) of Appendix A for sample images.

§406.1.7 Fuel Tanks and Fuel Cells. The stock fuel tank installed by the vehicle's manufacturer may be utilized so long as it not in a hazardous location as described below:

1. The stock fuel tank is located in front of the rear axle.
2. The fill nozzle is not located at the rear of the vehicle; must be side fill.

The stock fuel tank may be relocated to the trunk if the above requirements are incapable of being met. If tank is relocated to the trunk, a firewall must be installed between the trunk and the driver's compartment with all penetrations sealed entirely.

A self-contained fuel cell may be installed at the driver's discretion if the stock tank is in a hazardous location or if they just prefer to install one.

§406.1.7.1 Fuel Cell Installation. Fuel cells, if chosen to be installed, must be installed according to the manufacturer's specifications. Cells must be secured in place by four (4) one inch metal straps. Cells shall be mounted no lower than the top of the frame rail. For racing events in the State of New Jersey, all fuel cells must have an inner rubber bladder installed.

§406.1.7.2 Size of Fuel Cells. If a fuel cell is to be installed, the size of the cell is not being restricted however drivers should consider their own safety regarding how much flammable liquid fuel is to be on-board the vehicle. Enduro racing consists of long-distance racing therefore drivers should equip their vehicles with a fuel cell capable of going the distance of any given event without the requirement of a refuel mid-race.

§406.1.7.3 Rear Fuel Cell Protection. Roll bar installation in the trunk of the vehicle shall be required to provide added safety for fuel tanks or cells located in the trunk of the vehicle.

§406.1.7.3.1 Construction. Rear fuel cell protection should consist of one main bar of similar sized roll bars used to construct the main roll cage. Bar should initiate on a 45° angle from the frame rail, no farther forward than the centerline of the rear hub, wrap around to the opposing side of the vehicle and terminate in a similar fashion. There shall be two vertical supports connecting the horizontal portion of the bar to the rear frame.

§406.1.8 Roll Bar Padding. There is no specific mandate for use of special roll bar padding; however for racing events in the State of New Jersey the use of SFI 45.1-rated roll bar padding is mandatory. See Figure 406.1.8 of Appendix A for sample image.

§406.1.8.1 New Jersey regulations require any drivers who plan on participating in enduro events to remove any non-SFI-rated roll bar padding that is located on any roll bars that may make contact with the driver's helmet and any location above the driver and be replaced with SFI 45.1 roll bar padding.

Non-SFI-rated roll bar padding (such as pool noodles) will melt if car becomes engulfed in flames; the liquid state of these materials is corrosive and will burn through a fire suit in seconds.

§406.1.8.2 Locations. If roll bar padding is to be installed anywhere that a driver's helmet may make contact or on any bars located above the driver, it is highly recommended the use of SFI 45.1 Roll Bar Padding.

§406.2 Racing Seat & Installation. Drivers are urged to choose a form-fitting racing seat; if a used seat or used vehicle with a seat already installed is purchased, the driver should be fit for the seat or it should be replaced.

Drivers should neither have to squeeze into a seat nor have excess room on either side. See Figure 406.2 of Appendix A for Sample Image.

§406.2.1 Metal Plate. A metal plate must be installed under every driver to prevent debris from puncturing the floor boards of the vehicle and injuring the driver.

§406.2.1. Location. Plate must be located below the driver's seat and should extend as far forward as below the gas and brake pedals.

§406.2.2 Accessibility. Plate must be readily accessible for inspection. Drivers who utilize an oversized plate to add weight to the vehicle may be disqualified at the discretion of the technical inspector.

§406.2.3 Size. Plate should be no less than one eighth (1/8") inch thick. 10 gauge steel plate also permitted.

§406.2.4 Attachment. Plate should be welded or bolted in place; cannot be tight-fitted or secured by weight.

§406.3 Racing Seat. All cars must be equipped with a racing seat. The stock seats provided by the manufacturer have springs installed for driver comfort. In a roll-over/flip situation, these springs can act against the weight of the driver being forced downward, thus recoiling with excessive pressure. This recoiling action can cause the safety restraints to be loosened when the springs are coiled and place the driver in danger. This can endanger the driver's head when being forced upwards against the roof of the car. A broken neck or back can easily occur if the roof of the car collapses under the

weight of the vehicle if it lands upside down or another car making contact with the roof of the flipped vehicle.

§406.3.1 Type. Any racing seat will be accepted; plastic mold or metal form. A full form-fitted seat with enclosures on each side will provide the most protection.

§406.3.2 Attachment. Racing seat must be securely mounted to the roll cage to afford maximum protection of the driver. If cage breaks free from its welds under an extreme impact, the driver would still be protected by the cage.

§406.3.3 Headrest. A headrest is highly recommended. Headrests can be purchased from a racing catalogue or home-made.

§406.4 Harnesses. Stock factory-installed seat belts will not be acceptable as the factory-installed seat is being removed. 4-point harnesses are required; 5-point harnesses are highly recommended.

§406.4.1 Age Limit. Harnesses can only be utilized within the manufacturer's specified age limit. (Expiration date)

Example: If the manufacturer specifies three years and the belts are stamped 2008; you will need to replace the belts at the end of the third year, 2011.

Exception: In the State of New Jersey, harnesses shall bear the date of manufacturer and shall not be used for more than two (2) years from that date.

Example: Seat belts stamped June 2010 will be expired on July 1st 2012. New belts will be required for any racing event beyond June 30th 2012.

§406.4.2 Condition. Regardless of expiration date, belts that have frayed ends, cuts, are melted or show signs of weld flux damage, will not be permitted to be used for racing.

§406.4.3 Attachment. Harnesses must be attached to the roll cage bars. If the cage is knocked loose, the driver will still be attached to the cage and the seat.

§406.4.4 Threading. The following steps will identify proper belt threading and attachment to the roll bars. See Figure 406.4.4 of Appendix A for proper harness threading.

1. Feed the webbing, with sewn edge down, through both slots of the 2-slot bracket provided. (Steps 1 & 2)
2. Create loop around roll bar and thread webbing back through both slots of the 2-slot bracket. (Steps 3 & 4)
3. Turn webbing tail back on itself and feed through the one slot nearest the roll bar to lock off. (Step 5)

§406.4.5 Belts should be tight fitting at all times to prevent driver from flailing uncontrollably; make sure all belts are tight around shoulders and waist.

§406.5 Relocated Battery. Battery may be relocated to the inside of the driver's compartment.

§406.5.1 Location. Battery should be mounted on the floorboards of the car either behind the driver's seat or on the passenger's side of the car. Driver should not be able to make contact with exposed battery parts if unconscious.

§406.5.2 Fastening. Battery should be securely fastened in place. Use of ratchet straps is acceptable. Bungee cords will tend to flex and can allow the battery to become loosened over time therefore will not be permitted.

§406.5.3 Cover. A case that will completely enclose the battery is highly recommended, however as long as something, plastic preferably, is covering the battery from damage and/or preventing driver exposure, it will be accepted.

§406.6 Kill Switch. Every car must be equipped with a switch that must be an "On/Off Kill Switch" that will shut off the cars power and fuel pump. Use of two switches will only be accepted so long as there is one switch for power and one for fuel. The intention of the switch(s) is to turn the vehicle off and remove power from the fuel pump.

§406.6.1 Location. Switch(s) must be installed in a conspicuous location, easily reachable by someone inside or outside of the vehicle. Preferable location is to mount the switch directly on the center hump of the floorboard; if a full cage is present, switch(s) can be mounted directly on a center bar at shoulder height.

§406.6.2 Identification. Switch(s) must be painted bright orange or red to stand out for emergency purposes.

Exception: If the inside of the car is painted in a clashing color, driver may pick a color that does not clash.

§406.7 Fire Extinguisher. Although not mandatory, if drivers choose to equip their vehicles with a fire extinguisher, please follow these guidelines.

§406.7.1 Emergency Services Provided. All drivers are encouraged to pull off the racing surface and exit the vehicle; no one is urged to stay inside the car no matter how small a fire may be.

§406.7.2 Self-extinguishing. If a driver decides to extinguish a car fire, it should be attempted from outside of the vehicle and only with trained fire fighters present; do

not attempt to put any fire out before emergency services reports to your position.

§406.7.3 Equipment. A 5 lb fire extinguisher is highly recommended to be installed.

§406.7.4 Location. Extinguisher should be located against the A-Pillar on the passenger side of the compartment, outside of the driver's reach; thus eliminating the driver's urge to fight a fire while still inside of the vehicle. Location should be easily visible from outside of the vehicle; do not hide it or mount it out of sight.

§406.7.5 Mounting. Extinguisher should be firmly mounted to the bracket that comes with the unit to prevent it from coming loose during impacts; bracket should be securely fastened to the car's interior.

§406.8 Firewall. Forward firewall should be maintained in good condition between the engine bay and the driver's compartment. Seal up any openings; if you have to run new wires/tubing and cut a new hole, make sure you seal it completely before race day.

§406.8.1 Trunk Firewall. A firewall between the driver's compartment and the trunk space is only required if the fuel tank or fuel cell has been located in the trunk. Any roll bars extending through this firewall should be sealed around.

Section 407 Level II Vehicle Construction

§407.1 Identification. The second of three levels, "Level II" is designed around the vehicle that has been racing for at least one full season.

§407.2 Scope. This section of the rules has been designed to walk a driver through upgrading safety items as past rule books and regulations have allowed differing levels of safety and driver protection.

Exception: This section will offer guidelines that state bare minimum requirements. If a driver feels the need to go beyond the bare minimum requirements, there will be no penalty so long as safety is the driving force for going beyond. Any performance advantages gained from supposed safety installations may/will be mandated to be removed.

§407.3 Applicability. This section of the rules, “Level II”, applies to all vehicles that have been participating in racing events for at least one full season, regardless of sanction. Also, if a vehicle is purchased that has already been modified for racing; it will fall into this category.

§407.4 Highlights. Drivers who are entering the Level II category are urged to read back through the “Level I” requirements and assure compliance with the basic items first before moving forward.

§407.5 Demolition. Evaluate the current state of the vehicle. “Level I” is designed to allow the newly constructed vehicle to be complete in accordance with this Level’s requirements. If there are remaining items that have not been previously completed, this is the time to do so.

§407.5.1 Glass. All glass should be removed as identified in §403.2. If any glass shards have been left in your vehicle from some point in the past, remove the shards.

§407.5.2 Decorative Metal/Material from Factory. All exterior trim and metals that may have been left on the vehicle up to this point must be removed.

§407.5.3 Rear View Mirrors. All mirrors should be removed, taped over with colored racing tape if left installed.

§407.5.4 Dashboard. Dashboard may remain in place if roll bars can be installed without disturbing the dash.

§407.5.4.1 If dashboard is removed; all factory gauges must be relocated or a new gauge cluster may be installed. Vehicle should not be left without any gauges.

§407.5.4.2 Car radio may remain and may be used during red flags and line-ups; should be turned off during racing as not to distract driver from calls made over the scanner.

§407.5.5 Flammable Materials. Any flammable parts/fabrics should be removed.

§407.5.6 Seats. If factory installed seat has been in use up to this point, it must be removed; front and rear seats included.

§407.5.6.1 Seat track may remain in place as long as it does not interfere with the placement of racing seat and/or roll bars.

§407.5.7 Carpets. If any portion of the factory installed carpets is remaining, remove it completely; do not remove the floorboards.

§407.5.8 Misc. Flammables. Remove any remaining fabrics/flammable items. (Ceiling mat, etc.)

§407.5.9 Floorboards. Inspect floorboard for any rust that may have accumulated between racing seasons. Floorboards must remain installed and in good condition; if holes are present, must be patched.

§407.5.10 Third Brake Light. All third brake lights must be removed. (Disconnecting the wire alone is not sufficient.)

§407.6 Exterior Construction. Prior to adding extra items to the vehicle, choose a path that best fits the vehicle’s budget and will provide the driver of the vehicle with maximum safety. Review the vehicle’s current construction and

safety features and evaluate what may be additionally required. There will be parts of the following sections, §407.6.1 through §40.7.6.10, that will not need be applied to the vehicle.

§407.6.1 Windshield Screen. If the screen that is currently has installed passed prior safety inspection, no change is required; however if the screen is to be changed, reference §405.2 for specifications.

§407.6.2 Doors. If the vehicle's doors are being replaced due to damage from prior racing events, follow the specifications from §405.3. Doors should remain fully welded, chained or bolted shut.

§407.6.3 Door Bars. If existing door bars meet the requirements of §405.4, no change is required. If existing door bars are being replaced or new/additional bars are being installed, follow the specifications from §405.4.

§407.6.3.1 Tire Cutters. The ends of pipes can bend outwards or become jagged after a season of racing; make sure there are no tire cutters.

§407.6.4 Bumpers. After a season of racing, stock bumpers may have to be replaced in their entirety before the next season begins; follow the specifications from §405.5 if replacing bumpers.

§407.6.4.1 Learn from past experiences, if the method you used to keep the bumper in place and intact in prior racing seasons has failed, try something new.

§407.6.5 Window Net. If vehicle is equipped with a working window net, no change is required; examine all working parts and assure proper function.

§407.6.7 Hoods. If vehicle sustained body damage from previous season, assure hood will open and close with ease.

§407.6.7.1 Access Hole. If the hood still has flaps or a less than 5" hole from previous seasons, make sure that a 5" round/square access hole is present and will allow a fire extinguisher to easily enter.

§407.6.8 Trunks. If no change is proposed to the trunk, nothing more will be required. Assure that all leaves, muck and water that accumulated over the off-season is cleaned out prior to arrival at the speedway.

§407.6.9 Car Number. Drivers may choose to re-use previous race number or choose a new race number. All cars must be numbered in the proper locations as specified in §405.10.1.

§407.6.10 Vehicle Color. Drivers who plan on painting their vehicle a new color for the new season should be mindful of the color of the car numbers as they must be of a contrasting color to the color of the rest of the vehicle.

§407.7 Interior Construction. Prior to adding extra items to the vehicle, choose a path that best fits the vehicle's budget and will provide the driver of the vehicle with maximum safety. Review the vehicle's current construction and safety features and evaluate what may be additionally required. There will be parts of the following sections, §407.7.1 through §40.7.7.10, that will not need be applied to the vehicle.

§407.7.1 Roll Cage. Evaluate the driver's safety up to this point in time. If a "Basic Roll Cage" as defined in §406.1.5 has been installed, take this time to begin to move forward to an "Upgraded Roll Cage" as defined in §406.1.6. There is no limit to how safe you can make your car, the series has designed these rules to help a driver maintain and upgrade safety items over the course of their enduro racing career.

Every Vehicle must be equipped with a roll cage that will provide the driver with

sufficient protection from impact with the wall, from other vehicles and in roll over situations.

§407.7.2 Previous Roll Bar Size. For vehicles with an existing cage constructed of 1 ½" roll bars, this is an opportunity to either upgrade the cage in its entirety or install additional bars in order to attempt to maximize driver safety. Removal of 1 ½" roll bars will not be required.

§407.7.3 Roll Bar Padding. There is no specific mandate for use of special roll bar padding; however the State of New Jersey's Motor Vehicle & Racetrack Regulations mandate the use of SFI 45.1-rated roll bar padding be installed.

§407.7.3.1 New Jersey regulations require any drivers who plan on participating in enduro events to remove any non-SFI-rated roll bar padding that is located on any roll bars that may make contact with the driver's helmet and any location above the driver and be replaced with SFI 45.1 roll bar padding.

Non-SFI-rated roll bar padding (such as pool noodles) will melt if car becomes engulfed in flames; the liquid state of these materials is corrosive and will burn through a fire suit in seconds.

§407.7.4 Racing Seat & Installation. Drivers are urged to choose a form-fitting racing seat; if a used seat or used vehicle with a seat already installed is purchased, the driver should be fit for the seat or it should be replaced.

Drivers should neither have to squeeze into a seat nor have excess room on either side.

§407.7.4.1 Metal Plate. A metal plate must be installed as per the specification from §406.2.1.

§407.7.4.2 Racing Seat. All cars must be equipped with a racing seat in accordance with §406.3.

§407.7.5 Harnesses. Racing harnesses should be inspected after each season of racing to assure they are in good condition for the next season and are within the manufacturer's specified age limit. See §406.4 for specifications.

§407.7.5.1 Condition. Regardless of expiration date, belts that have frayed ends, cuts, are melted or show signs of weld flux damage, will not be permitted to be used for racing.

§407.7.5.2 Attachment. Harnesses previously installed incorrectly should be uninstalled and re-installed per §406.4.4.

§407.7.6 Relocated Battery. If the battery has previously been relocated and meets the specifications from §406.5, no change is required. If it is to be relocated to the inside of the driver's compartment at this time, follow the specifications from §406.5.

§407.7.7 Kill Switch. Every car must be equipped with a switch that must be an "On/Off Kill Switch" in accordance with §406.6. If one is presently installed, no change is required.

§407.7.8 Fire Extinguisher. Although not mandatory, if drivers choose to equip their vehicles with a fire extinguisher, please follow these guidelines.

§407.7.8.1 Emergency Services Provided. All drivers are encouraged to pull off the racing surface and exit the vehicle; no one is urged to stay inside the car no matter how small a fire may be.

§407.7.8.2 Self-extinguishing. If a driver decides to extinguish a car fire, it should be attempted from outside of the vehicle

and only with trained fire fighters present; do not attempt to put any fire out before emergency services reports to your position.

§407.7.8.3 Specifications. For details on the type of equipment that is recommended, location and mounting, see §406.7.3 through §406.7.5.

§407.7.9 Firewall. Forward firewall should be maintained in good condition between the engine bay and the driver's compartment. If any new wires, tubes, etc. are run through the firewall, make sure the openings are sealed up completely before race day.

§407.7.10 Trunk Firewall. A firewall between the driver's compartment and the trunk space is only required if the fuel tank or fuel cell has been located in the trunk. Any new roll bars extending through this firewall should be sealed around.

Section 408 Level III Vehicle Construction

§408.1 Identification. The third and final of three levels, "Level III" is designed around the vehicle that has been racing year after year.

§408.2 Scope. This section of the rules has been designed to walk a driver through the final/maximum safety regulations the series will mandate.

Exception: As identified above, this section will identify the maximum requirements that the series will mandate, drivers are always urged to go above and beyond; there will be no penalty so long as safety is the driving force for going beyond. Any performance advantages gained from supposed safety installations may/will be mandated to be removed.

§408.3 Applicability. This section of the rules, "Level III", applies to the vehicles that have been participating in racing events for four or more full seasons, regardless of sanction. Also, if a vehicle is purchased that has already been racing longer than this specified time, it will fall into this category.

§408.4 Highlights. Drivers who are entering the Level III category are urged to read back through all previous sections to assure compliance with the basic and advanced items (Levels I & II).

§408.5 Demolition. At this point, there should be nothing left to remove from the vehicle beyond an existing windshield for an asphalt vehicle.

§408.6 Replacement. If any items are to be replaced during the off-season, inspect the part as it is removed, the location it was removed from and any fasteners (bolts, screws, rivets, etc.) that were holding the part in place. If any damage is discovered, it should be repaired/upgraded to maximize driver safety.

§408.7 Construction. All vehicle construction should be complete at this time. Read back through the requirements of both "Level I" and "Level II" and assure complete compliance with all specifications. Additional roll bars may be installed to stiffen the existing cage as long as compliance with §406.1.4 is met.

§408.8 Maintenance. Drivers should perform a detailed inspection of the vehicle for any required maintenance of safety items, replacement of failed parts anywhere on the vehicle and thoroughly clean the vehicle of any dirt, debris, etc.

CHAPTER 5

Transponder Scoring System

Section 501 The System

§501.1 Transponder System. The series utilizes the AMB-IT Transponder Scoring System. Drivers must either purchase a unit from Mylaps.com or they can be rented from the Series at each individual event.

§501.2 Types of Transponder Units. There are two types of transponder units available, hard-wired and rechargeable. Both units are very similar and will work the same way.

Section 502 Mounting Procedure

§502.1 Previous Transponder Mounting Techniques. The series is throwing away all of the old transponder mounting rules. Mylaps.com has been rewriting their website and releasing new information that will allow for better mounting methods and more accurate scoring. These guidelines listed below should assure more accurate scoring with less interference.

§502.2 Mounting Procedure. AMB-IT is the official manufacturer of the transponder system utilized by the series. Mylaps.com (AMB-IT's official website) recommends the following installation practice:

"The mounting position of the transponder of a rechargeable or direct powered transponder is the same. The position must be identical on all cars competing in the race. Fix the transponder vertically, at a maximum of 60 cm (2 ft) above the track. Make sure that the transponder has a clear view to the track with no metal or carbon fiber underneath. Maximum operating temperature should not exceed 122°F/50°C."

§502.3 Mount Location. Transponders should be mounted at a point between thirty-six inches (36") and forty-eight inches (48") behind the centerline of the front axle; on the passenger side floorboard.

§502.4 Direction. Transponder must be mounted so the front face of the unit is facing the passenger side window (blinking light is facing away from driver).

§502.5 Mounting Flap & Bracket. A four inch by four inch (4" x 4"), three-sided flap should be cut into the floorboard and bent upwards towards the driver's seat. The transponder bracket should be fastened to the center of the flap using rivets or bolts. Do not use zip ties or duct tape to hold brackets in place.

§502.5.1 Clear Sight Path. Assure that no metal (pipes, frame rail, etc.) is below or directly next to the bottom of the unit. Do not cut structural members to attain a clear path to the ground. A one foot tolerance is provided in §306.4.1 to allow a more preferable location to be chosen.

§502.6 Heat Protection. Assure that the unit is a safe enough distance from the exhaust pipes; 122°F will cause the unit to malfunction.

§502.7 Accessibility. On race day, once you fasten the unit into the bracket, do not duct tape and/or zip tie around the unit. Officials must be able to easily access the unit in case of an emergency; officials should be capable of removing units manually.

CHAPTER 6

Technical Specifications

Section 601 General

§601.1 Scope. This section of the rules is intended to govern the performance of all vehicles that are competing in enduro events.

§601.2 Applicability. The technical specifications that will be included in this section are designed to keep all competitors on equal grounds as far as performance, there is no parts of this chapter that is meant to adversely affect the safety requirements of Chapter 4.

§601.3 Inspections. The technical specifications of the rules will only be inspected on a vehicle post-racing. Obvious infractions may be noted to a driver in the pre-race safety inspection, however a driver may be permitted to compete with infractions; finishing position, points and purse will not be awarded.

§601.4 Aftermarket Parts Rationale. This is the first set of written rules in which the series is permitting the installation of aftermarket parts. The drive behind this allowance is to provide the vehicles with a better chance of operating correctly and remaining cool during extended lap races. The installation of aftermarket parts/the allowance of aftermarket parts is not meant to allow for higher performance in the vehicles. These rules have been put into effect in an effort to keep the competing vehicles that are still useable at the end of the event the able to return to racing and allow for more options for repairs as the availability of replacement parts decreases and costs for stock replacement parts increase.

§601.5 Ignorance and As-Is Vehicles. Ignorance is not an excuse that will be accepted to make illegal parts pass through inspection. If the

driver claims to not know about an illegal part that is installed or not know that the part was illegal to begin with, the vehicle is still subject to the full effect of the technical inspection. Vehicles purchased and raced as they were purchased shall not legalize the vehicle. Vehicles that have raced with the series in the past, purchased by a new driver and have illegal parts installed by the previous owner will be disqualified.

Section 602 Radiators

§602.1 Types Permitted. Any type of radiator will be permitted to be installed; radiators are permitted to have any number of passes.

§602.1.2 Aftermarket Parts. Aluminum and a aftermarket radiators will be permitted so long as the owner of the vehicle is fully aware of the issues/damage the radiator may possibly be subjected to.

§602.2 Radiator Support. Drivers are permitted to construct radiator supports. Maximum size of supports shall be one inch by one inch square tubing. There will be minimal tolerance to the size of supports installed; if supports can act as front end reinforcement, it will not be permitted.

§602.3 Number Permitted. Only a single radiator located in the vehicle's stock mounting position shall be installed. Cars with multiple radiators will be subject to removal of secondary units prior to participation in racing events.

Section 603 Vehicle Engine

§603.1 Types Permitted. Each vehicle will be permitted to run an engine that was designed by the vehicle's manufacturer for that vehicle's make and model.

§603.2 Replacement Parts. Replacement parts can be swapped so long as the part is from a similar make and model vehicle of the race vehicle.

Example:

Correct:

Ford to Ford, Chevrolet to Chevrolet, Caprice to Caprice, and Monte Carlo to Monte Carlo.

Incorrect:

Ford to Chevrolet, Caprice to Crown Victoria, and Monte Carlo to Charger.

§603.3 Assumption. If the legality of a replacement part is questionable, the technical inspector should be contacted prior to purchase and/or install. Replacement of any part should not be assumed legal.

Section 604 Engine Pulleys

§604.1 Types Permitted. Any type of pulley will be permitted; stock style or aluminum. No racing set ups will be permitted to be installed. Belts must run the manufacturer's factory installed course. Any alterations to the pulley system may result in a disqualification.

Section 605 Carburetors

§605.1 Types Permitted. Carburetors must be installed on a vehicle for which they were manufactured. The carburetor installed on the vehicle must be manufactured by the vehicle's manufacturer.

§605.1.1 GM Vehicles. GM manufactured vehicles will have only Rochester or Quadrajets installed.

§605.1.2 Ford Vehicles. Ford manufactured vehicles will have only Motorcraft carburetors installed.

§605.1.3 Holley Carburetors. Holley carburetors are required to be the factory installed type (manufactured by Motorcraft); aftermarket Holley carburetors are not permitted. Holley carburetors did not come stock on GM production vehicles; therefore any GM vehicle with a Holley carburetor installed will be disqualified. A maximum 500 cubic feet per minute (cfm) will be permitted.

Exception: Wall Stadium Speedway Factory Stock division mandates the installation of a Holley 350 on every vehicle. These vehicles will not have to change this intake manifold regardless the above requirements. The mandated Holley 350 is more restrictive than the regulations set forth in Section 605.1.3. Any vehicle that competes with the Series that also/normally competes in the Wall Stadium Factory Stock Division shall have the mandated intake manifold for the Factory Stock Division.

§605.1.1 Exceptions Permitted. If the race vehicle was factory built with a carburetor other than those identified above, it will be the responsibility of the car owner/driver to provide to the technical inspector that the carburetor that is installed is the only option available for that vehicle. Proof must be in writing, from the manufacturer and presented to the technical inspector prior to race day via mail, email or in person. Chiltons manuals will be accepted so long as the technical inspector will have physical

proof in hand at the time of inspection of the vehicle.

§605.2 Attachment to the Intake. Carburetors must be bolted directly to the intake manifold with a maximum one quarter inch ($\frac{1}{4}$ ") pressed paper spacer.

Section 606 Intake Manifolds

§606.1 Types Permitted. Any stock stamped, over-the-counter, aluminum or cast iron intake manifold will be permitted. Aftermarket intakes are not permitted. Stock "Performer-style" intakes will not be permitted, with the exception to the Vortec Intake manifold as noted in Section 607.3.1.

Section 607 Heads

§607.1 Types Permitted. Heads must be stock for the make and model of the vehicle, cast iron only. No porting or polishing is permitted. Decking is not permitted.

§607.2 Valve Springs. Valve springs must remain stock for the make and model of the vehicle. Valve spring perches must remain stock and unaltered with stock valve springs and retainers. Valve springs must be stock diameter. No push rod guide plates can be installed.

§607.3 Vortec Heads. Vortec is a trademarked name for a line of piston engines for General Motors trucks. The name first appeared in 1988 on a 4.3 L V6 that used "vortex technology" to create a vortex inside the combustion chamber, creating a better air/fuel mix. These head have been paired with a "Marine" style intake manifold in the past.

§607.3.1 Legality. The only intake manifold manufactured by GM that will be considered legal is the following:

GM Part#: 12496820

Please note: The manifold comes stamped with the following number: GM12486570. The part number does in fact differ from the stamp on the manifold.

This is a low rise dual plane with EGR provision and dual carburetor bolt pattern.

§607.3.2 Performance Advantage. Due to the fact that the Vortec heads were never a factory installed part on GM cars, the allowance of these parts in the series will come at a price. Vehicles with the Vortec heads and performer intake manifold identified above will be required to install a "Peashooter" exhaust tip.

§607.3.2 Peashooter Pipes. All vehicles equipped with Vortec heads and performer intake valves must have exhaust pipes that terminate with a twelve inch (12") long "peashooter" style tip with an inside diameter (ID) of one and one half inches (1 $\frac{1}{2}$ "). The term peashooter describes the pipe itself, a 2 $\frac{1}{2}$ " pipe ends with a 1 $\frac{1}{2}$ " tip, thus allowing less air to pass through the pipe and restricting overly competitive engines. Vehicles with a true dual exhaust system (two exhaust pipes, one from each side of the motor) shall have both exhaust pipes equipped with a peashooter tip.

Exception: Vehicles with a single exhaust pipe which splits via a "Y-Pipe" before termination are exempt entirely from the peashooter requirement. Maximum size of pipe is 2 $\frac{1}{2}$ ".

§607.3.2.1 Attachment. The peashooter exhaust tip must be continuously welded in place.

§607.3.2.2 Continuity. The bottlenecking effect caused by the installation of the peashooter cannot be relieved by cutting or slicing the exhaust pipe before the tip.

§607.3.2.3 Technical Inspection. For post-race inspection purposes, Series Officials have created a special tool to verify size of pipes and prevent burning of skin during inspection. A 1 ½" ID pipe will snugly fit into a 1 ¾" outside diameter pipe (OD). If the pipe on the vehicle does not fit into the 1 ¾" OD pipe used by the technical inspector post-race, the driver will be disqualified.

Section 608 Camshafts

608.1 Types Permitted. Stock camshafts should be installed. Hydraulic camshafts will be permitted; must be accompanied by stock lift arms, stock push rods (stock diameter and length) and stock rockers. No pump-down, solid or roller lifters will be permitted.

§608.2 Vacuum Rule. All vehicles must be able to pull seventeen inches (17") of vacuum at one thousand RPM's (1,000 RPM).

§608.2.1 Steady Reading. Vacuum readings shall be a steady reading on the equipment provided by the series. If the needle on the gauge is bouncing rapidly, an average will be used to determine the official reading. The engine should not be producing this type of result under normal operation.

§608.2.2 Minimum 17" Rule. The official reading must show that the needle is either at or above 17" of vacuum. An average of below 17" of vacuum will result in a disqualification.

§608.2.2.1 Early Warning. In 2011 and earlier seasons, the technical inspector has permitted vehicles to pass a technical inspection when the official reading was "close enough" to 17" of vacuum. This will not be permitted in this coming 2012 season and so forth beyond this season. The reading must be at least 17" or above. Vehicles that have passed

inspection in the past should not automatically be assumed by the driver to be legal for this season.

§608.2.3 Testing Vacuum. All vehicles will be tested for vacuum by pulling directly off the back of the intake manifold. An accessible vacuum port for technical inspection can be installed directly off the intake manifold. A "T" off of the intake manifold with a hose and a bolt/cap is acceptable. No in-line check valves are permitted. No vacuum canisters are permitted.

Section 609 Oil Filters

§609.1 Location. Oil filters must remain in stock location. Remote oil filters will not be permitted.

Section 610 Exhaust

§610.1 Sizes. Stock sized exhaust pipes should be utilized if the stock exhaust pipes are replaced. Maximum size of exhaust pipe shall be two and a half inches (2 ½").

§610.2 Termination. Exhaust pipes must terminate behind the driver; should be installed in a manner which prevents exhaust fumes from entering the driver's compartment. Pipes should not be turned downward towards the track surface; if fuel is on the track surface a possible backfire could ignite the remnant fuel. Pipes are permitted to terminate on the side of the vehicle; cannot be turned upwards or downwards.

§610.3 Mufflers. Mufflers are not required; the vehicles are permitted to be straight piped. If utilized, mufflers must be stock. Mufflers must be positively secured to the vehicle using perforated strapping.

§610.3.1 Catalytic Converters. Catalytic converters should be removed entirely.

§610.4 Exhaust Manifolds. Exhaust manifolds must be a stock cast iron manifold. Tube style and aftermarket manifolds are not permitted.

§610.4.1 Headers. No performance exhaust manifolds, tubular exhausts or headers are permitted. Factory installed headers must be replaced with a cast iron manifold.

Exception: Vehicles that have a tube style exhaust or header and do not have a cast iron replacement available will be permitted to utilize the factory installed header or tube style exhaust manifold.

§610.5 Attachment. Exhaust pipes must be positively connected to the vehicle by means in addition to the stock mounts to prevent falling off of the vehicle during the stress and shock experienced under normal and extraordinary racing conditions.

§610.5.1 Chains or Straps. Exhaust pipes can be attached to the vehicle by use of chains or straps. The chains or straps should be located at each straight portion of the pipe; although no less than two (2) points of the entire exhaust system must be fastened. Chains or straps must be welded, bolted or riveted in place.

Section 611 Motor Mounts

§611.1 Types Permitted. Both solid and rubber motor mounts are permitted. Rubber motor mounts are more likely to break from the stress of racing; however the use of rubber motor mounts is still permitted.

§611.2 Precautionary Steps. A chain may be installed to prevent the engine from lifting if the motor mount breaks. Chains are permitted to be installed from the driver's side of the engine down to the frame to prevent the motor from lifting, causing the fan shroud to be damaged by the fan.

§611.2.1 Chains Under the Hood. Any chain installed under the hood of the vehicle must be snug on the motor without any loose links to catch/impede moving parts. Size of chain is not being regulated, however if chain is sized too great and is adding weight to one side of the vehicle, it will be required to be replaced.

Section 612 Transmission

§612.1 Types Permitted. Transmission shall be stock automatic or standard. Must have all gears, including reverse, functioning properly. Powerglide transmissions are permitted to be installed.

§612.2 Automatic. Stock torque converters must be installed on all automatic transmissions. Torque converters must be full-sized; no mini torque converters.

§612.3 Standard. Stock style clutch must be installed on all standard transmissions. Flywheels and clutch plates must all be stock style and sized, no aluminum flywheels.

Section 613 Rears

§613.1 Types Permitted. Only factory open or limited slip rears will be permitted; must be stock style, no performance rears will be permitted. Locked/welded rears will not be permitted.

§613.2 Adjustments. No adjustments to clutch packs, tightening of clutch springs or shimming will be permitted. The rear must be installed and function as it was designed by the manufacturer.

§613.2.1 Inspection. For post-race technical inspection, the vehicle will have one drive wheel jacked up; the opposing side's drive wheel will remain on the ground. The

inspector should be able to spin the wheel that is off of the ground with the use of little to no force. The inspector should not have to use both hands to get the wheel to spin. The decision whether it is a free spinning wheel or not will be made by the technical inspector.

§613.3 Aftermarket Axles. Aftermarket axles are permitted to be installed with c-clips or c-clip eliminators to prevent axle breaking.

Section 614 Suspension

§614.1 Types Permitted. All components and connection points of the suspension shall remain stock, unaltered and uncut. Drilling out holes to allow for adjustments and reinforcements will not be permitted.

§614.2 Springs. Springs shall mirror each other from side to side (left side of car to right side of car). Springs shall mirror height, length, ratings, color and number and thickness of coils. Racing springs are permitted so long as the springs are compliant with all of the aforementioned specifications.

§614.2.1 Alterations. Spray painting springs any colors may potentially result in disqualification. Cutting or heating of springs will result in disqualification. Spring spacers or spring rubbers will not be permitted.

§614.3 Shocks. Any stock mounting shock will be permitted so long as it is non-adjustable, remains unaltered, connects to the vehicle in the stock mounting location and there is only one (1) shock per wheel. Racing shocks are permitted so long as they are compliant with all of the aforementioned specifications.

§614.4 Trailing Arms. Trailing arms shall remain stock, unaltered, uncut, undrilled; must be stock length. Monoballs will not be permitted in trailing arms.

§614.5 Leaf Springs. Vehicles with leaf springs shall have stock style leaf springs installed. Mounting points shall be stock with stock shackles and leaf count and thickness must mirror each other from side to side (left side to right side).

§614.6 Camber Adjustments. One (1) inch of shims in the right front upper control arm or no more than five (5) degrees of negative camber are permitted.

§614.7 Sway Bars. Stock style sway bars shall be permitted; a maximum of one (1") inch thickness shall be permitted. If the front sway bar is to be utilized, it must be either completely installed (both sides) in its stock location with even spacers and rubbers or removed entirely. Front sway bars are permitted to be left in place uninstalled due to the difficulty of removal; must be securely fastened to frame of the vehicle to prevent excessive movement under the vehicle or complete fallout during a race.

Section 615 Wheels

§615.1 Types Permitted. Stock or aftermarket racing wheels shall be permitted. Use of aftermarket racing wheels on the right side of the vehicle is highly recommended; especially in the Big Car Division. Wheel weights shall not be permitted.

§615.2 Size. Wheels shall be sixteen (16) inches in height and seven (7) inches in width maximum. Wheel width shall be measured from outside lip to outside lip. Vehicle must be equipped with all four (4) same sized wheels.

Example: All four wheels shall match on the vehicle. If 16" wheels are to be used, they must be installed on all four corners of the vehicle.

§615.3 Offsets. Any combination of offsets will be permitted so long as the size of all four (4) of

the wheels is the same on the vehicle; height and width.

§615.3.1 Offset Notice. The intention of allowing mix-matched offsets is to allow drivers the ability to purchase wheels with less constraint. As the driver of the vehicle, you should be aware that the further a tire is sticking out from the car, the higher the likelihood of that tire catching another competitor's vehicle and going flat. The Series cannot be held responsible for repetitive flat tires or the rising cost of continuous replacements.

§615.4 Racing Wheels. Racing wheels are permitted as reinforcements and prevention of rollovers. Lightweight racing wheels are not permitted.

§615.5 Attachment. The wheels shall be attached to the vehicle by one (1) inch lug nuts on the right side of the vehicle. Aluminum wheels are not sized correctly to allow one (1) inch lug nuts, therefore are excluded from this requirement.

Section 616 Tires

§616.1 Types Permitted. All tires shall be DOT passenger car tires only. Tires shall be radial tires with a tread wear rating of three hundred (300) minimum. No off-road tires or truck tires shall be permitted. Tires shall have a minimum of 3/32 inch tread depth along the contact patch of the tire.

§616.1.2 Inspection. Tire tread inspections can be performed at any time during an event. If a tire is marked unapproved with an "X" by the technical inspector pre-race, the vehicle will not pass post-race technical inspection if they are not replaced.

§616.2 Size. All tires shall be a maximum 235 series tire. Tire size codes are stamped on the

sidewall of each and every tire and read accordingly:

AAA-BB-CC

AAA: Overall width of the tire

BB: The aspect ratio

CC: Wheel size in inches

Example: Using a 235-55-16 tire, the wheel is a 16" wheel and the height of the sidewall is 55% of the overall width of the tire. A 235-65-16 tire will have a higher sidewall and therefore will be taller.

Section 618 Brakes

§618.1 Mandatory. All vehicles shall have all four (4) working brakes prior to the start of any event.

§618.2 Loss of Brakes. If a vehicle suffers a loss of brakes at any point, the driver shall direct the vehicle into the infield and remain there until the vehicle can be pushed into the pits. Retiring to the pits during an active race without functioning brakes is not recommended. Brakes can fail at anytime and it is understood that if they fail once the car is off of the racing surface, the driver should do all in their power to stop the car without causing damage or injuring anyone including themselves. Drivers who intentionally retire from the race knowing the vehicle has no stopping power will not be permitted to return to the race.

CHAPTER 7

Procedures

Section 701 Scope

§701.1 Scope. This section of the rules is designed to create the procedures of the racing events; on-track, off-track and post-race.

§701.2 Intent. The intention of this section is to provide all participants an understanding of the events typical procedures and reasoning behind certain decisions made by the promoter.

§701.3 Applicability. This section will apply to all portions of every single racing event; starting with the initial event creation, pre-registration, the day of the event, pre-racing, racing and post-race, scoring and points system, tie-breakers, postings, etc.

Section 702 Event Creation

§702.1 Racing Events. Prior to the initiation of a season of racing, series promoters will arrange a meeting with the proposed speedway owners to decide on the racing dates of the season. Once decided upon, these dates will be posted on the series' website for all to view.

§702.2 Event Dates. The series intent on choosing race dates is to minimize conflicting schedules with other scheduled enduro events, major NASCAR events local to the tri-state (PA/NJ/DE) area and scheduling on major holidays.

§702.2.1 Rain Dates. Rain dates for events will be chosen, but only posted if necessary to avoid any confusion.

§702.3 Event Names. The series has always named the individual racing events to promote a fun-filled experience for all participants,

drivers to fans. Each individual event name will reflect a driver's ability to decorate their car to match the event's theme.

§702.4 Event Information Page. For each individual racing event, an information page will be created to establish start times, divisions competing, number of laps per division, awards/purse details, rules, pit/grandstand admission prices, registration fees and a list of pre-registered drivers competing in the event.

Section 703 Pre-Race Day

§703.1 Pre-Registration. Prior to the arrival of the day of racing, all drivers are urged to pre-register themselves for the race.

§703.1.1 How to Pre-Register. Drivers may email their registration, text their registration to the series promoters or phone it in.

§703.1.2 What You Will Need. In order to pre-register for a racing event, drivers must provide their full name, race number and division in which they plan on participating. Drivers must also provide their transponder number, if owned; or request a rental for the race.

§703.1.3 Who Can Register. Any person can register either themselves or another person. One email/text/phone call will be sufficient to register two vehicles at once; i.e. two brothers or a father and son.

§703.1.4 Penalty. There is no penalty for not pre-registering prior to the race. There is no monetary difference in pre-race registration or day-of registration. As an advantage to those who do pre-register their vehicles,

they will be given the opportunity to pick a randomly numbered chip for starting position. Those who do not pre-register will start behind all other pre-registered vehicles in the order that they register on the day of racing.

§703.1.5 Cut-off. Pre-registration will be cut-off at 12:00 AM race day, unless noted otherwise on the individual race event information page.

§703.2 Pre-Arrival at the Speedway. Drivers are urged to read back through the Basic Vehicle Requirements (Level I) and assure that no broken glass is present in the vehicle, there are no sharp edges that could act as tire-cutters and the vehicle is numbered accordingly.

§703.3 Suspended / Disqualified Drivers. In the extreme case of multiple disqualifications or extreme infractions to the “General Rules” of Chapter 2, the following provisions will be made for the drivers.

§703.3.1 Multiple Disqualifications. If a driver has been disqualified from more than three (3) races in a single season, the driver will be mandated to sit-out the remainder of the season.

§703.3.2 Suspension. Any driver who has been suspended from participating with the series will continue to be suspended from any and all future events at any location.

§703.3.2.1 Drivers who have been suspended from racing and have sat-out for over 2 seasons may be permitted to race a probation race. Depending on their results/behavior, they may either race one more probation race or the suspension will not be lifted. A limit of two probation races per season will be permitted. Drivers who fail to prove themselves worthy to race with the series after two probation seasons will require

the series to place a lifetime ban on the racer.

§703.3.3 Lifetime Ban. Once a lifetime ban is placed on the driver, it may not be lifted. This will be imposed on drivers who most severely break rules and regulations deliberately and repeatedly.

Section 704 Race Day / Pre-Race

§704.1 Arrival. Upon arrival at the speedway, drivers must choose a parking spot that will be their respectful pit area for the day’s event.

§704.1.1 Designated Areas. The series will occasionally designate special parking areas for guest divisions with smaller than normal vehicles. The series requests that these specified areas are not taken by the full-sized vehicles that are competing in the regular day’s events, such as Big Cars, Small Cars or TRUX.

§704.1.2 Reserved Spots. The series does not allow reserving parking spots for friends and teammates. Drivers should design an arrival window which the two or more teammates can arrive in at similar times.

§704.1.2.1 End of the Pits. Drivers who are saving parking spots at the far end of the pits will not be penalized unless there is an excess amount of vehicles in the pits and the reserved space is required by another participant.

§704.1.2.1 Self-Reserved. If a participant requires a space to be reserved for themselves as they will be required to leave the speedway grounds to retrieve an additional race vehicle, they will be permitted to save themselves appropriate parking space.

§704.1.3 Parking Space. There should be enough space left between the trailer and the adjacent trailer for two people to walk past each other at the same time. If there is

more space between trailers, the driver may be asked to move the trailer closer to allow for others to have access to parking spaces.

§704.2 Unloading. Once a pit space is chosen, the driver should immediately begin to unload the vehicle off the tow vehicle/trailer.

§704.2.1 Parking. The race vehicle should be parked directly behind the tow vehicle/trailer. Do not park adjacent to the tow vehicle/trailer as the additional parking space may be required by other participants.

§704.2.2 Turn Around. Drivers are urged to turn the vehicle around early to avoid having to back up through race traffic. All drivers will be reporting to a pre-race safety inspection at some point before the race, therefore the vehicles can be turned around at this point or after inspection.

§704.2.3 Safety Equipment. Drivers should pack their safety equipment into the race car prior to the safety inspection.

§704.3 Registration. All drivers must register for the race at the designated registration office. This should be done prior to safety inspections, however this can be accomplished afterwards as well.

§704.3.1 Bring to the Office. To register for the race, drivers must report to the office with the following:

1. Driver's full name; can provide State Driver's License.
2. "Series Membership Card"
3. Division / Car number
4. Registration fees
5. Transponder or transponder rental fee

§704.3.2 Substitutions. Any driver who will be driving a substituted or 'borrowed' vehicle must inform officials in the office prior to the line-up of that race. Substituted vehicle must be in the driver's prior division

or else the driver will not receive points towards their previous point standing.

§704.3.3 Drawing for Position. Drivers who pre-registered for the event will be given the opportunity to draw for starting position by pulling a numbered chip out of a bag. "Pole" chip designates the "#1" starting position.

§704.3.3.1 Re-draw. Due to popular demand, if a driver feels the urge to re-draw for starting position, they must pay an additional \$5.00 fee and will be permitted to draw one more chip from the bag; regardless of choice, the second chip will be the official choice. The original chip will be placed back in the bag after the second chip is withdrawn.

§704.3.3.2 Drivers Not Pre-registered. Drivers who fail to pre-register for the event will be forced to start in the back of the field as a late arrival.

§704.3.4 Transponder Registration. All drivers must register their own personal transponder scoring unit or rent a unit from the series. See Chapter 5 for all technical specifications regarding transponders.

§704.3.4.1 Rental Price. The price to rent a unit from the series is \$20.00. Each driver must pay for its use. To register your own unit, there is no fee.

§704.3.4.2 Swapping Units. Due to the price associated with the series renting units, you may be assigned a rented transponder or assigned to a transponder that will be rented to another driver. Depending on the division that races first, you may be swapping transponders with a driver from the other division.

§704.3.4.3 Please return the unit to the office between races and let the series officials determine who the transponder will be used by for the following race.

§704.3.4.4 For drivers who will swap their units on their own, please send someone to the office between races to notify officials that the swap has been completed.

§704.3.5 Registration Provisions. Due to the complexity of scheduling races up to a year in advance and driver's personal matters, the following provisions are provided to the drivers who are unable to participate.

§704.3.5.1 Benefits. If a driver is forced to miss an event, they will be permitted to receive the base amount of points for that event.

§704.3.5.2 Requirements. Driver must pay the full registration fee in advance and pre-register for the event. Driver must have competed in a minimum of three (3) events in the season to qualify. This provisional is only available once per season.

§704.3.5.3 Failure to attend. This section does not apply to drivers who miss an event for personal or mechanical reasons nor does this apply to drivers who have been disqualified from previous events.

§704.3.5.4 Approved Allowances. The following items have been deemed unforeseen and unpredictable enough to permit drivers who are forced to not be in attendance to be awarded the base amount of points for the missed event.

1. Death in the family.
2. Pregnancy.
3. Extreme illness of self or family member.
4. Medical treatment.
5. Marriage.
6. Other as approved by the promoter.

§704.3.5.5 Unapproved Allowances. The following items will be classified as

inexcusable and the driver will not receive any points for the event; mailed in registration fees will be returned to the driver.

1. Participation at another event.
2. Holiday plans.
3. Birthdays.
4. Parties.
5. Mechanical issues with vehicle.
6. Other as deemed inexcusable.

§704.3.6 Late Arrivals. Any driver who is arriving at the speedway after the close of registration will be permitted to race so long as their race vehicle is safety inspected and approved; driver will start at the rear of the field of cars and be penalized 20% of purse and/or points that is to be awarded to the driver. For drivers who make arrangements, knowing they will not arrive at the speedway by the time registration is closed, they will be permitted to arrange for a representative to draw for their starting position; their purse and/or points awarded will still be penalized by 20%.

§704.4 Safety Inspections. After registering at the office, drivers must report to the designated safety inspection area with their vehicle and all of their safety equipment.

§704.4.1 Safety Only. The driver alone is required to report to the safety inspection. An entire pit crew will not be required, there is no technical inspection being performed.

§704.4.2 Technical Infractions. This safety inspection will not cover any technical items/deficiencies the vehicle may have installed. The inspector may choose to notify you of any obvious technical infractions, however nothing will be considered legal if not mentioned at this time.

§704.4.2 Re-inspection. If the technical inspector finds an obvious infraction to the

rules and permits the driver to compete with the vehicle so long as the questionable item is removed, the vehicle must be brought back up to the safety inspection area prior to race or else no points and/or purse will be awarded, regardless of finishing position.

§704.4.3 Inspected Items. Safety inspector will verify driver has all the proper safety equipment (helmet, gloves fire suit, etc.) the roll cage has been constructed to meet all roll cage specifications, there are no sharp edges / tire cutters, proper fuel cell installation, bumpers secured properly. Inspector will briefly look under the hood, in the vehicle and inside the trunk.

§704.4.4 Unsafe Vehicles. If a vehicle has been deemed unsafe in a pre-race safety inspection, the vehicle will not be permitted to participate. Drivers may take the time before the event begins to make changes in an attempt to bring the vehicle up to safety standards; however if compliance cannot be met, the vehicle will not participate. Drivers will be refunded their registration fee and any transponder rental fees in full by the series; pit entrance fees will still apply unless the speedway owners decide to refund payment.

§704.4.4.1 Re-inspection. Regardless of how small the infraction may be, all drivers that are directed to perform work on the vehicle must report back to the safety inspection area for re-inspection to receive an inspection sticker prior to racing.

§704.4.5 Time for Corrections. A driver may utilize as much time as necessary to repair/correct any deficiencies found during the pre-race safety inspection. The driver must report to the safety inspection area prior to the driver's meeting unless previously arranged with the technical inspector. At the start of the driver's meeting, any vehicles that were not

approved for racing will not be permitted to compete; unless previously arranged with the technical inspector.

§704.4.6 Failed Safety Inspection. If the ultimate decision of the technical inspector is to fail the vehicle during the pre-race safety inspection, the driver has the following options:

§704.4.6.1 Safety Deficiency. For vehicles with safety deficiencies such as a window net that needs to be replaced, harnesses that are not installed properly or roll cage missing critical safety features.

1. If deemed a minor item to repair; driver must change the deemed illegal item prior to racing to meet all of the rules in order to obtain points and purse.
2. If deemed too major of an item to repair at the speedway, the vehicle will not be permitted to participate. See §704.4.4 for the procedure for "Unsafe Vehicles" and what funds may be refunded to the driver.

§704.4.6.2 Technical Deficiency. For vehicles with obvious technical deficiencies such as added weight, tire cutters or turbochargers.

1. If deemed a minor item to repair; driver must change the deemed illegal item prior to racing to meet all of the rules in order to obtain points and purse.
2. If deemed too major to repair; driver may participate as an illegal competitor with the knowledge of participating with no chance of receipt of points or purse.
3. Whether the item is minor or major; driver may decide to not participate in the racing event entirely. See §704.4.4 for the procedure for "Unsafe Vehicles" and what funds may be refunded to the driver.

§704.4.7 Inspection Sticker. All cars that have passed the pre-race safety inspection will receive a safety inspection sticker that will permit the vehicle to compete in the racing event. No car will be permitted on the track without the inspection sticker.

§704.5 Post-Safety Inspection. Once the driver has registered and the vehicle has been safety inspected, drivers may utilize the time available from this point until the driver's meeting to use the restroom facilities, purchase food/snacks from the concession stands and finish up any remaining business that needs to be attended to prior to racing.

§704.5.1 Working on Cars. The drivers and pit crew members are allowed to work on the vehicle at this time. Tires can be changed, motors can be tuned and the vehicle may be loaded up with the driver's safety equipment.

Exception: At certain events, if certain vehicles have been pulled aside for an in-depth pre-race technical inspection, they may be forced to be left untouched once the technical inspection is complete. Drivers should load up the car and prepare the vehicle for race during the inspection or so long as an official is present.

§704.5.2 Last Calls. Last calls will be made for pre-race safety inspections and registrations. If a driver fails to pass the pre-race inspection or fails to register before the close of registration they will not be permitted to race. Any driver who does not inform the officials of a change of driver/car will not be awarded points/purse afterwards. Points shall only be awarded to the registered driver of the car number that is racing.

§704.6 Drivers' Meeting. Prior to the initiation of any racing activities, all drivers will be called to report to the registration office for a pre-race

drivers' meeting to recall the daily events, iterate procedures and special announcements.

§704.6.1 Attendance. All drivers are asked to attend this meeting as any mid-season changes to procedure or event layout will be discussed at this time

§704.6.1.1 Question and Answer. Any drivers who have any relevant to racing questions should participate in the drivers' meeting. At the completion of the announcements a brief Q&A session will be held.

§704.6.2 Driver Line-ups. The line-ups for each race will be posted during the drivers' meeting. All drivers should observe their starting position for their race and note the car numbers starting around them in the race.

§704.6.3 Scratching From Position. Any driver who wishes to scratch to the rear of the field of cars should inform series officials and the drivers behind them on the starting line-up. All of the cars behind the driver who scratches from their position on the line-up will move up to fill in the dead space.

§704.6.4 Driver Representative. If a driver is unavailable to attend the meeting, a representative should be sent to the meeting to help the driver be aware of any changes to the regular line-up or procedures for the day. A representative should be knowledgeable about the day's typical schedule and familiar with the rules.

§704.6.5 Completion of the Meeting. At the completion of the meeting, drivers who are participating in the first race of the event will be requested to begin preparations.

§704.6.5.1 Pre-Race Preparations. Drivers should deign suiting up, get belted into the vehicle, get their helmets on or ready and gloves, shoes and neck

brace ready to go. Last minute restroom use should be considered. Loading the vehicle with cold water, juice or soda bottles is recommended.

§704.6.5.2 Prepare to Stage. Drivers should be ready to report to the staging area for race line-ups. No vehicle should start to report to the staging area prior to the call being made by the officials. The call to stage is typically made fifteen (15) minutes or so after the completion of the drivers' meeting.

Section 705 Staging and Line-ups

§705.1 Staging Area. The typical staging area will be the track entrance shoot. It is usually only wide enough to accommodate one car width wise; all cars should form a single-file line when entering the staging area.

§705.1.1 Call to Stage. The call for cars to report to the staging area will be made over the Public Announcement System (PA System). Drivers should observe the flow of the cars and aim to merge into traffic in their proper starting position.

§705.1.2 Cars should be lined-up similar to the starting position; therefore the first place car should be one of the first three cars in the staging area, last place cars should be waiting until the majority of the cars are lined up.

§705.1.3 In an attempt to prevent a bottleneck in the infield for the line-up, drivers should be paying attention to the on-track officials during the line-up procedures; a bottleneck situation is very likely if cars start flooding the infield.

§705.1.4 In the staging area, series officials will be checking for the following as the cars are entering the track:

1. Drivers are correctly and fully strapped in place.
2. Window nets are up and locked in place.
3. Transponder is mounted correctly.
4. There are no flat tires on the car.
5. There are no fluids or gas leaking.
6. The car is not smoking from any place other than exhaust.

§705.2 Transponder Check. Once the driver leaves the staging area they should complete one full circuit around the speedway to register their transponder scoring unit for the race. Once a full circuit is complete, the driver should steer the car to the infield aiming towards the front/main grandstands. Once there, the infield officials will line-up the vehicles one by one.

§705.2.1 Transponder Unit Issues. If the transponder does not register when crossing the line, the driver will be instructed to either report to the pits to check the unit or complete a second circuit around the track.

§705.2.2 Total Unit Failure. If the transponder unit fails to function properly after several attempts to correct the issue, series officials will hand-score the car for the race. If the unit is a rented unit and functions properly on another vehicle, no refunds can be made. If, however, the malfunction is on the series' behalf, a full refund will be made for the unit.

§705.3 The Line-Up. As cars enter the infield area, the driver should be on the lookout for the infield officials' directions towards their starting position. Cars will be lined-up in the starting order that was posted at the driver's meeting in rows three wide extending back as far as necessary.

§705.4 First Three Drivers. The first three cars (consisting of the pole car, second and third positions) will be made aware of the proper pacing speed, order of pre-race laps and that the pole car starts the race.

§705.4.1 Pole Car. The pole car is in the first starting position and has the advantage of being the car that “starts” the race coming out of turn four. This car will set the pace once the pace vehicle pulls off of the speedway and will lead the other two front row vehicles to the start of the race.

§705.4.3 False Starts. Due to the high number of participants, a false start will not result in a complete restart of the race; however the driver who committed the action will be penalized one (1) lap for the infraction.

§705.5 Pace Laps. Once the field of cars is on the speedway surface and rolling in a fluent manner at a speed of 25-35 MPH, the final countdown to racing will begin.

§705.5.1 Cars Not Running. If any car fails to start during the pace laps, the following options are available to the driver.

1. The car may be pushed off the track and into the pits to be repaired for the race. The race will begin without the driver after a few extra pace laps.
2. The driver may pull to the infield to try to re-fire the engine and if successful, may return to the pace laps at the end of the field of cars, all other cars in that line will move up one position to fill in the open space.
3. The driver may retire from the race completely. All registration and transponder rental fees will be returned; pit entrance fee is not refundable at this point.

§705.6 Green Flag. The final laps of the pace laps will consist of a “Wave Lap” entitling the competitors a chance to wave to their fans in the grandstands, a “One-to-Go” signal which will alert the drivers to the start of the race in the next lap and finally the “Green Flag” initiating the race.

§705.6.1 Malfunctioning Cars. If any car is incapable of completing a single green flag lap, the driver is eligible to receive a full refund of registration and transponder fees; pit fees are no refundable at this time. However if a single green flag lap is completed, no fees will be refundable.

Section 706 Racing Procedures

§706.1 Racing Signals / Flags. During the race, there will be several manual signals displayed for the drivers to be aware of changing track conditions and so forth. All participants should be relatively familiar with the on-track signals.

§706.2 Speedway Signals. Some venues offer an electronic signaling system to alert drivers and control racing. The following are typical on-track signals.

§706.2.1 Red Lights. Similar to traffic control devices found on the roadways, the red lights will signify that all drivers should cease or continue to cease all vehicular movement.

§706.2.2 Solid / Strobe Yellow Lights. Again, similar to traffic control devices, drivers should begin to slow their vehicle and use caution while on the racing surface. Drivers must form a single-file line while the yellow lights are activated; failure to form a single-file line will result in drivers being forced to the rear of the running cars.

Exception: The typical enduros do not use yellow flags or caution laps, however the yellow lights will be activated during red flags.

§706.2.3 Green Lights. Typically, green lights will signify the vehicles to initiate or restart racing; however the lights may not always stay activated once the field of cars is moving

§706.3 On-Track Official's Signals. Each corner flagman, infield flagman and any spot flagmen will have the following flags in hand for controlling racing. Above and beyond the facility's lighting system, the flags used by the on-track officials will be utilized to communicate with drivers during racing.

§706.3.1 Red Flags. Red flags will be similar to the red lights, however if a facility is not equipped with red lights, the red flags will be the ultimate tool to be utilized for making racing calls.

§706.3.2 Red Flag Procedure. The following sections, §706.3.2.1 through §706.3.2.6, will describe the typical red flag procedures.

§706.3.2.1 When. A red flag will be thrown upon the following conditions:

1. If a vehicle is stuck in a position which the driver's side door is facing traffic.
2. If a vehicle is stuck facing traffic. (Head-on with no sign of driver trying to re-fire the vehicle.)
3. If an official is aware that a car has taken a moderate to severe hit and we cannot get a response from the driver.
4. If a driver waves their hands in distress.
5. If the track is completely blocked.
6. If the pit entrance/exit is blocked.
7. If ever a hit is so severe, either directly to the driver's side or high-speed head-on, a red flag will be thrown for safety precautions.
8. If a driver is injured after a collision and cannot continue racing, they must wave their hands inside the car and a red flag will be thrown to extricate them from the vehicle.

§706.3.2.2 What to do. Once a red flag is waved during racing, all cars must come to a complete stop. Drivers should slow

the car up at a fairly quick pace; however drivers should not try to stop the vehicle by slamming on the brakes as hard as possible. By slowing the cars before stopping, there should be no pile-ups due to one driver slamming on their brakes and several others colliding with them.

It is highly recommended to all drivers to wave their hands inside of their vehicle once they start braking for a red flag to signal to drivers behind them that there is a hazard on the racing surface and a red flag has been waved.

§706.3.2.3 Reporting to the Pits. Cars that wish to report to the pits during this time will be permitted to do such so long as an official is made aware of their action and they drive slowly.

§706.3.2.4 Abandoning Vehicle. If for whatever reason a driver waves their hands in distress for the race to be stopped, the race will be stopped so they can exit the vehicle. They are not permitted to continue racing. The car will be deemed "Dead" as per § XXXX and will be left where it lies for the remainder of the race.

Any vehicle that requires a driver to be removed from or which a driver willingly exits during a red flag will be considered 'dead'.

In an effort for drivers to avoid abandoning their vehicle, if the vehicle is located in a position that allows it to remain in place, drivers may signal to officials with a 'thumbs up' if they do not wish to exit the vehicle. A red flag will be held off for only so long, as decided upon by the series officials based on amount of cars racing, average racing speeds and location of the vehicle on the racing surface.

§706.3.2.5 To Stop the Race. If at any time a driver is stuck on the racing surface and wishes to abandon their

vehicle, the driver must wave their hands inside of the car to signal to on-track official's that they want out of the car immediately. This will result in a red flag coming being waved and series officials and paramedics responding to your distress call.

§706.3.2.6 Moving / Passing Under Red.

Any car that moves under red flag conditions will be penalized one (1) lap. If a driver passes other stopped cars, they may either back themselves up to the position where they should have stopped or will be penalized one (1) lap.

§706.3.3 Black Flags. The black flag will signify an urgent necessity for a driver to retire to the pits during the race. This will not always be cause for panic as there may be safety issues that arise during racing.

§706.3.4 Black Flag Procedures. The following sections, §§, will describe the typical black flag procedures.

§706.3.4.1 When. A black flag will be thrown upon the following conditions:

1. If a car is leaking fluids or fuel
2. If a metal bumper or some other metallic piece is hanging off of the car or is being dragged around the track.
3. If a driver is becoming overly aggressive and is deliberately ramming into other cars, spinning cars or running competitors into dead cars or the wall.

§706.3.4.2 What to do. When a driver receives a black flag, they should report to the pits immediately. Drivers should not pull off the track and into the infield to work on the vehicle.

§706.3.4.3 Returning to the Race. Each of the above listed items in §706.3.4.1

has its own requirement prior to returning to the race.

1. If the car is leaking, the leak must be fixed and inspected by the track official at the pit exit/track entrance.
2. If metal is dragging, it must be removed and inspected.
3. If the driver is black flagged for aggressive driving, see §706.3.4.4 for consequences and proper actions.

§706.3.4.4 Aggressive Driving. Overly aggressive driving will not be tolerated; however given the nature of the sport, drivers will be given three (3) chances before they are disqualified. Drivers should expect an enduro to have some bumping and rubbing, but excessive or intentional banging will be grounds for a black flag.

1. First Offense: driver will be required to retire to the pits for a "cool down" lap and may return to racing immediately.
2. Second Offense: driver will retire to the pits for an amount of time determined by the series officials.
3. Third Offense: driver must retire to the pits for the remainder of the race. The driver will ultimately receive a disqualification from the event.

If a driver has been deemed overly aggressive event after event, there is the likelihood that the driver will receive a suspension for the remainder of the season.

§706.3.4.5 Returning to the Race.

Regardless of the reason that a driver is forced to retire to the pits from the race, they cannot return to the race without checking with the official at the track entrance gate first.

If a driver is directed to withdraw from the race entirely, they should do not return to the staging area and attempt to return to racing. Drivers force to withdraw from racing must return to their respectful pit area and shut off the vehicle.

Any driver who manages to find their way back onto the track in an attempt to continue racing will be disqualified from the event and will receive no points.

§706.3.4.6 Non-Aggravated Black Flag. In the case of a vehicle leaking fuel or having a flat tire, there is no penalty that will be placed on the driver, however if a driver receives a black flag more than (4) times for such non-aggravated reasons, they will not be permitted to return to the race.

§706.3.5 Green Flag. The green flag will signal the start or re-start of racing. Whenever the green flag is waved, drivers may race full speed.

§706.3.6 Two Flags Held in a Cross. Two flags rolled up and forming a cross will signal the halfway mark in a race.

§706.3.7 White Flag. The white flag will signal that there is only one remaining lap in the race; based on the head flagger's preference the white flag may also be waved to signal one lap remaining in the pre-race pace laps.

§706.3.8 Checkered Flag. The checkered flag will finalize the race and deem the first car past the start/finish line the winner of the race.

§706.3.9 Flags Not Used. Popular flags that will not be used in enduro racing include the "Yellow" flag to signify caution laps and the "Blue/Yellow" flag to direct slower cars to move lower for the race leaders. If a special event mandates use of the "Yellow" flag, all

drivers will be made aware of its purpose at the pre-race driver's meeting.

§706.4 Pulling into the Infield. Drivers can pull into the infield at any point of the race to either let their vehicle cool down or abandon their vehicle in a safe location if they cannot make it into the pits.

§706.4.1 Racing Through the Infield. Drivers are not permitted to continue to drive at full race speeds through the infield of the speedway. If a driver is forced off the track under racing circumstances and maintains their speed to rejoin the race, there will be no penalty. Drivers who travel long distanced through the infield will face penalties such as losing laps and not being scored due to missing the transponder scoring loop embedded in the track surface.

§706.4.2 Working on Vehicles in the Infield. Working on any vehicle while in the speedway infield is strictly prohibited. Any driver who pulls off the racing surface and into the infield to repair their vehicle will no longer be scored for the remainder of the race.

§706.4.2.1 Limitations. The following limitations will apply to drivers working on cars in the infield.

1. Any driver who does not release their harnesses and get out of their vehicle may evaluate the state of their vehicle from the driver's seat.
2. Drivers will be allowed to replace fallen window nets while their car is in the infield.
3. Drivers will be permitted to get out of their vehicle and close/fasten a hood that has blown open. Driver must refasten all harnesses and close window net before returning to the racing surface. Driver must report directly to the pits to securely fasten the hood closed once again.

4. A driver will no longer be scored if another competitor/teammate, also disabled from the race, attempts to repair the vehicle while in the infield.

§706.4.3 Vehicles on Fire. For events sanctioned at Grandview Speedway, any driver who experiences a car fire and is in control of the vehicle should direct the vehicle into the infield as the fire fighters/emergency service personnel are typically located behind the victory lane wall.

§706.4.3.1 The fire fighters and emergency personnel are there for a reason and for them to be able to perform their duties correctly, drivers must exit the vehicle as soon as possible. Drivers should not wait inside the vehicle in an attempt to wait out the ordeal. No penalties will be imparted on drivers who are forced out of their vehicle due to fire; they will be allowed to return to racing so long as the emergency service personnel deem the car safe.

§706.4.4 Pitting from the Infield. No driver should attempt to retire to the pits by crossing the racing surface from the infield. Drivers who pull into the infield with the intent to cross traffic should wait for a red flag or until the end of the race as to permit safe crossing.

§706.4.5 Abandoning Vehicles in the Infield. Any driver may abandon their vehicle in the infield if they feel the vehicle is incapable of finishing the race and/or they cannot gain access into the pits based on the vehicle's current state. If a driver abandons their vehicle, the following precautions should be taken:

1. The vehicle should be parked in a conspicuous location and away from the racing surface.

2. The driver should exit the vehicle, but may remain seated inside if they so choose.
3. If the driver exits the vehicle, they should report to a near-by official's post or stand behind the victory lane wall.
4. Drivers should remove helmets while in the infield to allow for them to be able to listen to their surroundings and hear if any danger is coming their way.
5. Drivers should never stand on top of any vehicle in the infield.

§706.5 Reporting to the Pits. Drivers may choose to retire to the pits under their own free will or may be mandated by series officials.

§706.5.1 Green Flag Pitting. Drivers are permitted to retire to the pits during the under regular green flag racing conditions. Any driver who chooses to retire to the pits during green flag conditions shall follow the requirements of §706.5.1.1 through §706.5.1.10.

§706.5.1.1 Drivers that choose to retire to the pits shall inform their competitors that they are trying to exit the race by waving their hand inside of their vehicle.

§706.5.1.2 Drivers shall make their way to the high side of the track in order to enter the pits.

§706.5.1.3 Drivers who have entered the pit area should be aware of people walking through the pits. A maximum pit speed of 10 MPH will be permitted.

§706.5.1.4 Drivers who speed through the pits will be penalized by not being permitted to return to the race immediately. Repeat offenders will begin losing scored laps and later onto race suspensions.

§706.5.1.5 Once a vehicle is pit-side, any repairs required to be made to allow the

vehicle to return to the race are permitted to be completed.

§706.5.1.6 Vehicle repairs that require a crew member to be underneath the vehicle must be placed on jack-stands; no crew member should be working underneath a car that is being supported by a jack alone.

§706.5.1.7 Once all repairs have been made to the vehicle, the driver may report to the staging area and wait for permission from the corner official to return to the race.

§706.5.1.8 Drivers returning to the race from the pits should ride along the high side of the back stretch to attain full racing speed before attempting to merge with other competitors.

§706.5.1.9 Drivers who disobey the corner official will receive the black flag and be mandated to return back to the pits to re-enter the race correctly.

§706.5.1.10 Drivers who maliciously cause destruction to other competitors' vehicles by disobeying the corner official's directive will receive the black flag and will not be permitted to finish the race.

§706.5.2 Red Flag Pitting. Drivers will not be penalized for retiring to the pit during a red flag, however the following requirements of §706.5.2.1 through §706.5.2.7 shall govern all red flag pitting:

§706.5.2.1 Once a red flag is thrown and all traffic comes to a stop, drivers who wish to retire to the pits must alert the officials by waving their hand outside of their window. Releasing the window net will also alert officials to a driver's attempt to come off of the racing surface.

§706.5.2.2 Drivers should not begin to move their vehicle until all other vehicles have stopped. When starting to move the vehicle, drivers should not race around on the track while the rest of the field of cars is stopped. Any driver who inadvertently causes other vehicles to resume racing will be penalized based on the outcome of the situation.

§706.5.2.3 Restricted pit speeds of 10 MPH apply to vehicles moving under red flag conditions while attempting to retire to the pits.

§706.5.2.4 A one (1) lap penalty will be applied to the driver's lap count for moving under red; this cannot be avoided if a driver wishes to pit under red flag conditions, however one single lap penalty may be preferable to retiring to the pits under green flag conditions and losing many laps to their competitors.

§706.5.2.5 Drivers stuck near the pit entrance gate due to the pit gate being blocked with another competitor's disabled vehicle will be permitted to enter the pits without penalty.

§706.5.2.6 Vehicles located in the staging area waiting to return to the race under red flag conditions will be moved onto the racing surface to allow for an immediate chance to rejoin the race without waiting.

§706.5.2.7 The race will return to green flag conditions regardless of whether drivers have returned to the race or not.

§706.6 Official's Duties. Each series official has their own separate duty to perform at the events. If any questions should be raised during the active racing, drivers/crew members may approach an official once the race has come to a stop due to a red flag or at the end of the race. The official must be free to speak with at

the time; there should be no questions asked about specific racing calls that were made or any hostility in the approach. If an official feels the conversation is either too much to discuss at that time, they will not be required to answer the questions. If an official is verbally abused or distracted during active race by a crew member or driver, the driver who is responsible for that person will be disqualified.

Section 707

Post-Race /Technical Inspections

§707.1 Race Completion. At the completion of the race, the top drivers will be directed to report to the designated post-race technical inspection area.

§707.1.1 Top Drivers. The number of top drivers from each race will be determined by number of race entrants. The top positions receiving a payout from the race in addition to one extra driver will be mandated to report for post-race technical inspection.

Exception: Drivers deemed overly competitive during an event that do not finish as one of the top drivers, for whatever reason, may still be called to the post-race technical inspection by the technical inspector.

§707.1.2 Remaining Drivers. All other drivers who have not been called to post-race technical inspection should return to the pits and to their respectful parking locations.

§707.1.2.1 Rented transponder units should be returned to the registration office as soon as possible; if there are remaining races after the completion of a race, there may be other drivers that will require the transponder scoring unit. Drivers licenses will be returned only after the rented transponder scoring unit has been returned to the registration office.

§707.1.2.2 Drivers should begin to load up their vehicle and equipment and clean up any trash in their pit area.

§707.1.2.3 If there are remaining races, drivers have the freedom to observe the races from the spectator stands.

§707.2 Technical Inspections. An area will be designated at the drivers meeting to be the post-race technical inspection area. All top drivers must be present with their vehicles while the inspection is performed.

§707.2.1 Who is to be Present. The only people permitted to be in the post-race technical inspection area are the driver of the vehicle and one crew member. If any extra crew members are present, the driver who is responsible for their presence may be disqualified from the event.

§707.2.2 When to Report. At the completion of the race, the top drivers will be directed to report to the designated inspection area. Driver should not return to their pit parking space, they should report directly to the inspection area. Drivers who fail to report to the inspection area may potentially be disqualified from the event for disobedience.

§707.2.3 What Tools are Permitted. The driver and crew member are permitted to bring whatever amount and type of tools they will need to assist in the technical inspection so long as the tools are capable of being carried in a single trip. A car jack and a small bag of tools should be more than sufficient for the inspection; if more tools are required or requested by the technical inspector, separate trips to the tow vehicle may be made by the crew member, the driver should not leave the vehicle.

§707.2.4 Inspectable Items. All items covered and explained in Chapter 6 are to be considered inspectable items at the post-race technical inspection to determine

vehicle's legality. However, technical inspector and series promoter reserve the right to inspect any and all areas of the vehicle to determine legality.

§707.2.5 Malfunctioning Vehicles. If a vehicle's engine fails to fire after the completion of the race, the driver will be permitted to do the required simple repairs to the engine to turn over.

§707.2.5.1 Time Limit. Drivers will be given approximately fifteen (15) minutes to get the vehicle running.

§707.2.5.2 Race State. The vehicle cannot be adjusted to run smoothly or to the driver's desired performance. The vehicle, once the engine is running, must be left alone as it performed when it was on the track. No adjustments to timing can be made.

§707.2.5.3 Repairable Parts. Not all of the vehicle's parts may be adjusted to get the engine running. Simple repairs may be made and minor adjustments that are approved by the technical inspector may be performed. Major repairs or alterations will not be permitted. The following items are considered repairable:

1. Starter
2. Battery
3. Ignition
4. Adding Fuel

The following items are considered repairable as deemed approved by the technical inspector:

1. Spark Plugs
2. Spark Plug Wire Replacement
3. Distributer Adjustment
4. Replacing broken belts

§707.2.5.4 Official Witness. A series official must be present and observe any and all repairs/modifications that are to be made. If any repairs/modifications are to be made to the vehicle in more than one location, the driver will be responsible for requesting a second series official to witness the work that is to be performed.

§707.2.5.5 Time Extension. The technical inspector reserves the right to award an extension of time to any driver with a malfunctioning vehicle, so long as the reason for the extra time required is not related to the work on the vehicle that is being inspected. A maximum of an additional ten (10) minutes is the limit of the extension.

§707.2.6 Specific Technical Inspections. At the drivers meeting of an event, if there is any specific part of the vehicle that is to be inspected at the completion of the race, it will be announced to allow for driver preparedness in the inspection area if any special tools are required.

§707.3 Technical Inspection Isolation. In the technical inspection process of the event, the series requests complete isolation from all competitors in order to complete the technical inspection of the vehicle in a respectful, thorough, proper manner. Other competitors are asked to remain uninvolved in any discussion between the technical inspector and the driver whose vehicle is being inspected.

§707.3.1 Overhearing/Eavesdropping. Any competitor that tries to listen in on a conversation between the technical inspector and the driver is subject to disqualification. Overhearing conversations that have exceeded the normal level of speech volume is unavoidable and therefore an unpunishable offense. If the required

separation between the vehicle that is being inspected and the competitors is maintained, there should be no possibility of any eavesdropping.

§707.3.2 Individual Attention. Every driver will receive the individual attention and respect they deserve. Please allow series officials to give the required attention to each driver that passes through the tech area.

§707.3.3 Multiple Race Winners. Drivers that claim two race wins in a single season will be subject to certain performance restrictions. Restrictions shall be discussed on a case-by-case basis privately with the driver.

Section 708 Payouts & End of Day

§708.1 Results. The results for each individual race will be posted at the pit office once all racing has been completed. A “Copy” of the results will be posted for all competitors to view; drivers should not take the posted results. Additional copies may be produced upon request.

§708.2 Technical Inspection Results. It will be the duty of the technical inspector to inform the office personnel which vehicles have been approved for payout and which have not. This information cannot be and will not be accepted from a participant in the event.

§708.3 Purse Distribution. The winnings for each of the qualifying top drivers will be dispersed once all of the vehicles in that division have been cleared by the technical inspector. At that time, trophies and any other special awards will be dispersed as well. See Figure 708.3 for full purse.

§708.4 Signing for Winnings. Each competitor who earns monetary winnings for the race is responsible for their own winnings; however a

qualified representative may collect awards and payouts for the driver so long as they are identified on the driver’s series membership card. Monetary earnings must be signed out as received by the driver. Persons receiving payouts in place of drivers should be able to provide ID of themselves and the driver they are signing for.

§708.5 Exiting the Speedway. One all awards and payouts are dispersed, drivers should begin to pack up all of their belongings before leaving speedway grounds.

§708.5.1 Clean Your Area. Dispose of all trash in the nearby trash receptacles. Recycling bins, if provided, should be used accordingly. Make sure there are no parts off of your vehicle being left behind.

§708.5.2 Tires. Do not leave tires at your pit parking space. All damaged tires that are no longer useable should be disposed of properly. Drivers who leave tires behind will face penalties and/or fines from the speedway up to \$100 per tire.

§708.6 Leaving in a Timely Manner. Although the series will not force anyone to leave the pits/speedway grounds after the completion of the event, everyone should be aware that the speedway does not belong to the series. Therefore the owners of the speedway may be inconvenienced by event participants who spend excessive amounts of time on speedway grounds.

Section 709 Post-Event

§709.1 Press Release. Following each event, the series will release a full story press release to local and national newspapers, websites and racing forums. Photos of the event may be posted and/or printed as seen fit by the chosen media source.

§709.2 Series Website. Following the events, the series official website will be updated with full results of the event, the schedule will be updated to reflect remaining events, next event pages will be updated and driver standings will be updated to reflect the event's results.

§709.3 Points Standings. Each event deemed to be a "Points Race" will result in series officials keeping track of the amount of awarded points for each driver's finishing position.

§709.3.1 Awarding Points. Points will be awarded to each driver based on the figures in Table 709.3.2. Each qualifying driver will receive the points designated on the table. Any driver who fails to qualify ("DQ") at the event will receive no points. Drivers who fail to start an event ("DNS") will receive the base amount of points for the event.

§709.3.2 Point Values. All point values are similar for each event unless noted otherwise on the event's information page. The championship event at the season's end will always be worth twice the normal amount of points.

**Table 709.3.2
Point Values**

Finishing Position	Points Awarded
1 st	100
2 nd	96
3 rd	94
4 th	92
5 th	90
6 th	88
7 th	86
8 th	84
9 th	82
10 th	80
11 th	78
12 th	76
13 th	74
14 th	72
15 th	70
16 th	68

17 th	66
18 th	64
19 th	62
20 th	60
21 st	58
22 nd	56
23 rd	54
24 th	52
25 th and beyond	50

§709.3.3 Determining Position. A driver's points standing position will be determined by the amount of points they accumulate by participating at the events. The positions will be awarded starting with the driver with the most amount of points descending to the driver with the least amount of points.

§709.3.4 Ties in Points. The series does not have tie-breakers in the case of a tie in points. Instead the following regulations of §709.3.4.1 through §709.3.4.5 will govern the tie-breaking decisions.

§709.3.4.1 Tied After the First Race. For drivers who have competed in only a single event, the season opener, the highest finishing driver of the day will retain the higher position even though the amount of points will be similar.

§709.3.4.2 Tied After a Single Event. For drivers who have only competed in a single event for the season and have become tied in points with a driver that has already raced previous events, the defending position holder will retain the higher position.

§709.3.4.3 Tied After Multiple Events. For drivers who have tied their amount of points after a multiple of events through the season, the defending position holder will retain the higher position.

§709.3.4.4 Tied for the Championship. In the rare case that two or more drivers tie for the championship points position after all of the season's events have been completed, the driver who has been the victor at more events throughout the season will be deemed the champion. If the drivers are also tied in number of wins for the season as well, then the defending position holder will prevail as the champion.

§709.4 Over-Competitive Vehicles. If a driver has won two events in a single points season with the same vehicle, certain steps will be taken to equalize the competition. Overly competitive vehicles will be forced to have corrective action taken.

§709.4.1 Time to Implement. A driver shall be informed that their vehicle has been deemed over-competitive at the completion of the second event after being cleared by the technical inspector as the winner of the event. The driver will be given until the initiation of the next scheduled event to provide the items requested by the technical inspector.

Section 710 Points Fund

§710.1 Points Fund Creation. A portion of each registration throughout the season will be retained by the series for dispersement to the top participants of each division at the annual awards ceremony at the end of the season.

§710.2 Fund Dispersement. The points fund will be dispersed according to Table 710.2 at annual awards ceremony. The driver must be present to receive the monetary payout at the awards ceremony; no substitutions will be permitted. The funds will dispersed equally between the two main racing divisions, Big Cars and Small Cars.

**Table 710.2
Points Fund Dispersement**

Champion	\$1,000.00
2 nd	\$500.00
3 rd	\$400.00
4 th	\$300.00
5 th	\$200.00
6 th	\$175.00
7 th	\$150.00
8 th	\$125.00
9 th	\$100.00
10 th	\$100.00

§710.3 Awards Ceremony. The annual awards ceremony will consist of the dispersement of the points fund, awarding of trophies and special awards as well as mark the conclusion of the season of racing.

§710.3.1 Location. The location of the awards ceremony will be determined and announced during the season of racing.

§710.3.2 Admittance. There shall be no limitation of invitees; any and all supporters of the series are invited to attend. A ticket must be purchased in advance in order to obtain a head count of attendance.

§710.3.3 Pricing. Tickets will be priced according to the location's fee for use of the banquet hall. Price is subject to change as the location changes.

§710.3.4 Date. A start time and date will be chosen at the end of the racing season. The awards ceremony is intended to be held at the completion of the point races; special exhibition events may still be scheduled following the awards ceremony.

§710.4 Rules Meeting. At the completion of the points season, a rules meeting will be arranged in order for series officials to discuss possible changes/modifications to the current issue of the rules and regulations with race participants.

§710.4.1 Approvals. No rule will be finalized until reviewed for acceptability by the series promoter and any designated officer.

§710.4.2 Finalization. Once a rule book has been deemed final, there will be no major changes made during the next season.

§710.4.3 Mid-Season Changes. No major changes to the rules will be put into effect once a racing season has begun; however if an extreme safety issue is present, steps will be taken to implement a correction to this error.

CHAPTER 8

Special Events

Section 801

General

§801.1 Scope. The special events section of these rules will include all events that are not points awarded events limited to exhibition style events, open competition enduros, extended length enduros or inaugural races.

Section 802

Exhibition Races

§802.1 Identification. An exhibition style event will be considered an event with no points to be awarded to participants. All race participants will be competing for a monetary purse only. Results will have no meaningful difference towards championships or accomplishments that are awarded regularly at a points awarded event.

§802.2 Inclusions. Any race that is to be hosted outside of the regular points season, during a points season while advertised as a non-points event, as a special event or an inaugural event at a new venue will be considered an exhibition race.

Section 803

Open Competition

§803.1 Identification. An event that has been labeled “Open Comp” will mean that there are no technical specifications to which drivers must abide. All safety and general vehicle construction requirements must be met.

§803.2 Excluded Vehicles. The “Open Comp” races attract the attention of professional race car drivers who wish to compete. The following divisions are not permitted to participate in “Open Comp” enduros:

1. Modifieds (Including any and all, crates, touring, sportsman, etc.)
2. Late Models (Vehicles equipped with five-star race bodies, performance motors, etc.)
3. Street Stocks (Upgraded Factory Stock cars with less performance restrictions.)
4. Factory Stocks (Factory Stock vehicles that exceed general construction safety requirements, front hoops, etc.)
5. Support Divisions (Three-quarter midgets, Legends, Slingshots, etc.)

§803.3 Permitted Vehicles. Any enduro vehicle from any speedway is permitted to participate so long as the minimum safety standards are met. Factory Stock vehicles that do not exceed minimum safety standards are allowed to compete, typically in the Big Car Division.

§803.4 Restrictions. All vehicles must compete on street approved DOT tires. Safety standards must be met. Competitors will be divided into the following divisions, regardless of motor size:

Wheel Base Size – Division

- Less than 104” – Small Car Division
- 104” and Greater – Big Car Division

Section 804

Inaugural Events

§804.1 Identification. An event that is hosted by the series at a venue never before visited is considered to be the “Inaugural Event”.

§804.2 Expectation. The expectation out of every participant is simple cooperation. There will be parts of an inaugural event at which series officials will require time to overcome errors. Cooperation with the series will allow errors to be corrected. All participants are expected to follow all of the general conduct rules explicitly.

§804.3 Misconduct. The series will be attempting to shine during an inaugural event. Any person who fails to follow the rules and is forced to be ejected from the event may be requested by the series not to return to any future events at such venue.

Appendix A

Figures & Images

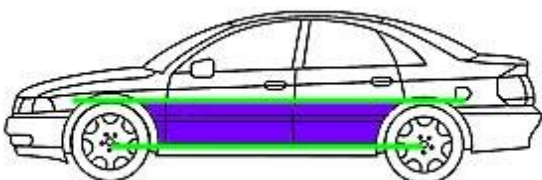
Section A101 Rules Appendix

§A101.1 Scope. The appendix will include all images and figures that will assist drivers in proper vehicle construction. Technical specifications and full explanations of each figure provided in this section can be found on the corresponding section number.

Figure 405.2
1" x 2" Wire Mesh Screen



Figure 405.4.3
Door Bar Locations



Door bars are permitted anywhere inside of the blue shaded area.

Figure 405.5.2
Bumper Chains



The green arrows are pointing to the chains that are holding the bumper to the vehicle's frame, they are not to be fastened through the hood of the vehicle.

Figure 405.6
Window Net Installation



Figure 405.10.1
Car Number Locations

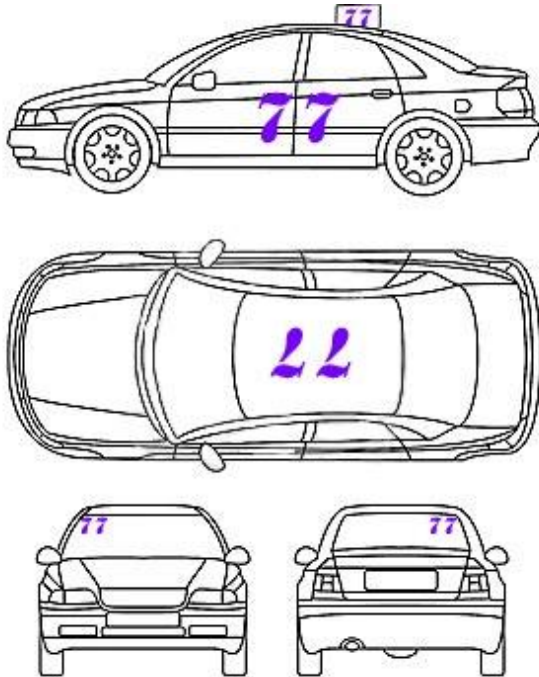


Figure 406.1.6.2 (1)
A-Pillar Identification

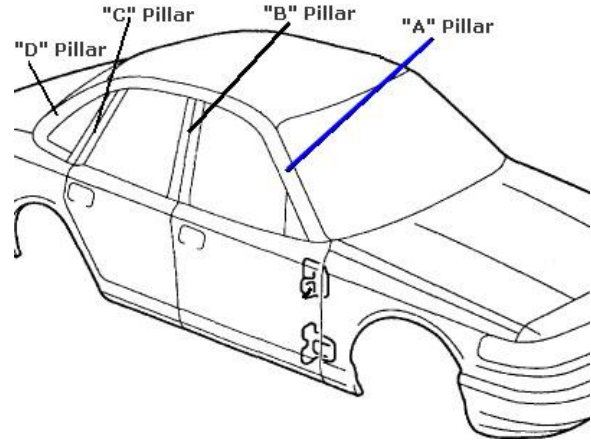


Figure 406.1.5
Basic Roll Cage Construction

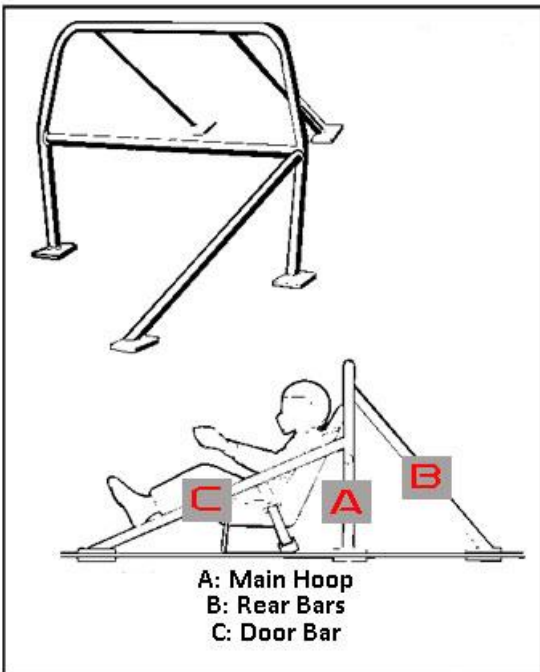


Figure 406.1.6.2 (2)
A-Pillar Roll Bars



Figure 406.1.6.3 (1)
Halo Bar Identification



Figure 406.1.6.3 (2)
Halo Bar Identification



Figure 406.1.6.4 (2)
Door Bar Identification



Figure 406.1.8
SFI 45.1 Roll Bar Padding

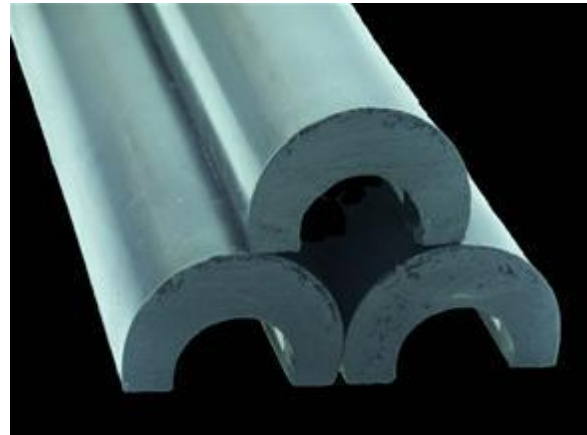
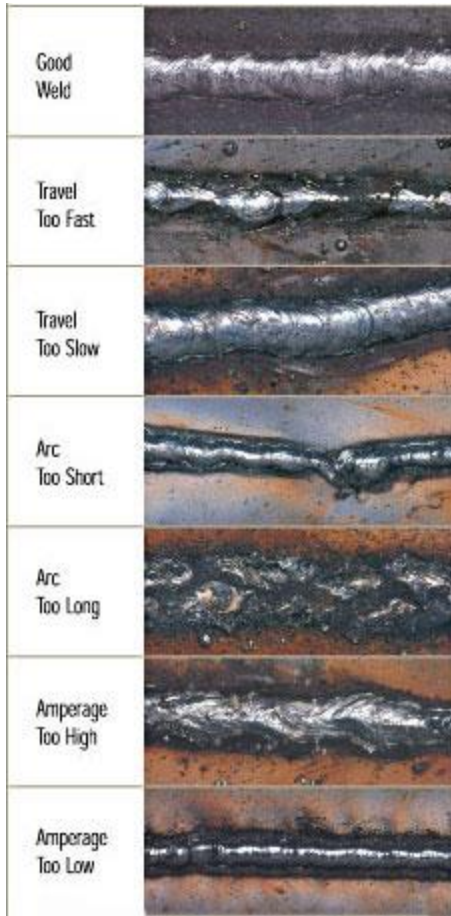


Figure 406.1.6.4 (1)
Door Bar Identification



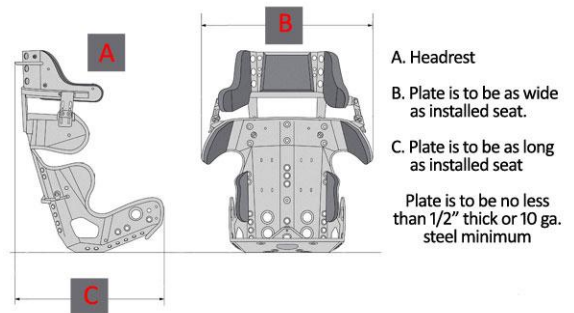
**Figure 406.1.3 (1)
Weld Quality Samples**



**Figure 409.1.3 (3)
Poor Quality Weld Image**



**Figure 406.2
Racing Seat**



**Figure 406.1.3 (2)
Good Quality Weld Image**



Figure 406.4.4
Proper Harness Threading

