

Grays Harbor Raceway 2012 ASCS 360 Sprint Car Rules

RULE BOOK DISCLAIMER

The rules and/or regulations set forth herein are designed to provide the orderly conduct of racing events and to establish minimum acceptance requirements for such auto racing events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules.

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

These rules and regulations are intended as a guide for the conduct of auto racing at Grays Harbor Raceway and are no way a guarantee against injury, or death to a participant, spectator, officials or others.

The Race Director and/or Technical Director shall be empowered to permit minor deviation from any of the specifications or rules herein, or impose any further restrictions that, in their opinion, do not alter the minimum acceptable requirements.

NO EXPRESS OR IMPLIED WARRANTY OR SAFETY SHALL RESULT FROM SUCH ALTERATION OF THESE SPECIFICATIONS OR RULES.

Any interpretation of, or deviation from these specifications or rules is left to the discretion of the Race Director and/or Technical Officials. Their decision is final.

Minor drivers and their parents are responsible to read and understand the rules and regulations set forth in this rule book.

COMPETITOR OBLIGATION: Every driver must inspect the racing surface and the racetrack area to learn of any defects, obstructions, or anything which, in the driver's opinion, is unsafe and the driver shall report in writing to a track official.

Any driver entering any racing event is considered to have inspected the track and determined that all conditions are satisfactory. If the driver does not feel that conditions are satisfactory, then the driver should not race. The driver further acknowledges that he is aware that auto racing involves risks and that by competing in that event the driver assumes these risks with full awareness and knowledge.

ALL RULES ARE SUBJECT TO THE INTERPRETATION OF THE TRACK OFFICIALS, ANY EQUIPMENT THAT THE OFFICIALS CONSIDER EXOTIC OR NOT IN THE INTENT OF THE RULES WILL BE CONSIDERED ILLEGAL FOR COMPETITION. *IN THE INTEREST OF FAIRNESS THE RULES MAY BE ADJUSTED TO CREATE A BALANCE IN COMPETITION.*

No pretense is made for having designed a foolproof set of rules and regulations. The spirit and intent of the rules is the standard by which GHR track events will be governed. GRH Tech officials are authorized to decide if an equipment change, or modification is an attempt to circumvent these rules.

GHR officials can and will disqualify a race car in violation of the spirit or intent of these rules. If this rule book does not specifically state that you can alter, change or otherwise modify something on your car, you should consider it a violation of these rules. No part is deemed to have been approved by GHR officials by passing through prior technical inspections.

GENERAL INFORMATION

The Driver of each car represents to the Promoter and all others, that his car has satisfied all applicable rules, including but not limited to safety rules, whenever such Driver participated in any warm-up, practice or competitive laps.

The Driver of each car is also completely responsible for ALL actions of Crew Members, Sponsors, or all else signed under their number.

If you have any complaints, disputes, problems, or questions, only the Driver and Crew Chief, Driver and Car Owner, or Driver and one representative from your team may approach and Official, in a civil manner to resolve the situation.

All participants are expected to take pride in being part of Grays Harbor Raceway's weekly program. Auto racing entertainment is what we have to offer and we will not tolerate the lack of professional attitude, conduct or appearance of car, driver crew or others involved.

Any prohibited or illegal part found would become the property of Grays Harbor Raceway.

All construction rules will be decided by Grays Harbor Raceway Technical Officials.

Their decision will be final on all construction rules. Burden of proof on any concern will be the responsibility of the driver and car owner.

These rules are a guideline. Contact the Grays Harbor Raceway Technical Officials for final approval of your racecar.

To register a car and obtain a Grays Harbor Raceway Sprint Car number call (360) 482-4374

ELIGIBILITY

1. Sprint Car Drivers must have a membership and be a minimum of 16 years of age.

NO EXCEPTIONS.

2. All Sprint Car Drivers and Crew Members under 18 years of age must present a notarized minors release or a minors release that is signed by both parents or guardians to Grays Harbor Raceway before they will be allowed in the pit area.

3. Releases signed by individuals under 21 years of age are not valid in the State of Washington.

4. All Sprint Car Drivers, must be registered members of Grays Harbor Raceway in good standing.

5. All entrants must have a valid Grays Harbor Raceway pit pass. **ENTRANTS MUST WEAR THEIR PIT BAND AT ALL TIMES.**

6. You must sign in as Driver at the pit gate, and only you can drive the car that night. If you fail to register as the Driver for the night, your car will not receive points or money.

PROTEST, APPEALS AND COMPLAINTS:

1. All manner in which protests and appeals must be made in the Sprint Car Division, shall be governed by the 2010 rulebook.

2. Any complaints, disputes, questions, or problems must be directed, **by the Driver or the registered Car Owner to the Race Director.**

3. Protests, as to an official decision, must be submitted in writing, by the Driver or registered Car Owner to the **Race Director** within 20 minutes of the official decision being levied. Only a Driver or registered Car Owner in the same class may submit a protest.

4. If a Grays Harbor member who is a competitor believes that another competitor has or will obtain a significant unfair advantage by some action that the member believes is

in violation of the rules, the member may protest such action to a Grays Harbor Raceway Official. The protest must be made in writing by the competitor (or his or her Car Owner) within twenty minutes after the checkered flag is displayed signifying the completion of the race. Each separate protest shall be accompanied by a \$100.00 protest fee. The Race Director and/or Technical Director shall decide whether the matter is protest able, and if so shall decide the protest as promptly as possible, and shall inform the parties to the protest of the decision. A decision that the matter is not protest able is final and non-appeal able. In deciding the protest, Grays Harbor Raceway Officials may take whatever action deemed appropriate to further the interests of fairness and finality in competition results. Such action includes, but is not limited to, revising the official race results, imposing penalties (disqualification's, suspension, fines, and/or loss of finishing position(s) in the event), awarding or subtracting of points, or taking no action. Their decision is final. If the protest is allowed, the money will be reimbursed to the person protesting. If the protest is disallowed, the money will go to the person being protested, less \$25.00 for chassis or \$50.00 for the engine, for administrative fees.

TRACK RULES

1. It is the responsibility of each race team to have in their possession, a current set of rules for the division that they are participating in. If a race team member disputes or protests the rules and that team does not have a current set of rules in their possession in their pits the protest will be disallowed.
2. The **Race Director** will be the sole **authority** in the pits concerning the running of the races. The Race Director and the Starter/Flagman will be in charge of on-track competition. The Technical Director will handle all technical protests.
3. Officials will establish the race event procedures; starting positions, length, frequency and administration of all events and programs. When their decision is rendered, that decision will be final and binding. The race may be shortened due to time allotted or weather and once the race has passed the half waypoint, it will be an official race.
4. Any complaints, disputes, questions, or problems must be directed, **by the Driver or registered Car Owner**, to the Race Director immediately following the event.
5. When asked to remove a part or tear down for tech inspection and you refuse, you are subject to a fine, probation, disqualification, and/or suspension.
6. **Protests, complaints, disputes, or problems, will be handled in the pits at the completion of that race or completion of the nights racing events. Complaints are not to be made to the scores or announcers. Any driver, car owner, crew member or family member who goes to the scoring tower at any time to dispute a call will result in the driver of the car being fined and or suspended.**
7. Any driver stopping on the racing surface to argue with an Official, in regards to an Officials decision, will be automatically disqualified from the event.
8. Any Driver or Crew Member who is injured or involved in an accident must submit to a check by the medical attendants. Any Driver involved in a serious accident will not enter or re-enter a race until approval to do so is given by Officials and medical attendants. Medical transportation from the racetrack to the hospital is the competitors' responsibility.

9. Driver's meeting is mandatory. Driver's must attend, if the Driver does attend the drivers meeting he/she will not receive passing points in their respective heat races.

10. Radios are **NOT** allowed in the Sprint Car division, but Raceceivers will be mandatory in the Sprint Car division. **All cars must run a transponder.**

11. Permission must be obtained from the Race Director or Technical Director before any practice and or safety laps, other than the designated practice time may be taken.

12. Any unauthorized persons entering onto the racing surface during race conditions will result in a disqualification, penalty, fine, or suspension, to the person and affiliated Driver.

13. No personal cars or vehicles in the pit area.

14. One person should remain with the race car at all times.

15. All Rookie drivers must start at the back of all events for the first two weeks of racing. Rookies must have a rookie ribbon on the back of the car.

16. Waste oil must be placed in waste oil barrels at the designated waste oil area. Failure to do this will result in a minimum fine of \$200.00.

17. Unsportsmanlike conduct by drivers will not be tolerated. An appropriate penalty will be issued.

18. Verbal or physical abuse of anyone will not be tolerated. Minimum one week suspension, fine or both.

19. Any competitor or Crew Member who participated in a fight in the pits, or on the race track, or on the premises, will result in a minimum of \$500.00 fine, suspension, and/or loss of points and positions in the event.

STAY IN YOUR OWN PITS! ANY DRIVER OR CREWMEMBER THAT GOES INTO SOMEONE ELSE'S PITS, YELLING OR WITH ANY KIND OF AGGRESSIVE BEHAVIOR WILL NOT BE TOLERATED!! YOUR CAR WILL BE LOADED AND YOU WILL NEED TO LEAVE THE RACE TRACK PREMISES.

20. Any competitor or Crew Member, who has a pit band, partakes of any alcoholic beverage, stimulating, depressing, or tranquilizing drugs or is otherwise under the influence will result in disqualification and a minimum fine of \$500.00 along with a suspension.

21. Any competing car, whose speed has been reduced to the point where it could cause a safety problem, may be removed from the racing surface at the option of the Officials.

22. End of the year tie breaker procedures: Most first place A-Main wins, if still tied after wins, the tiebreaker will continue as follows until tie is broken. Most A-Main second place finishes, most third place A-Main finishes, most top five finishes (all events), highest win percentage in all events.

23. **ROOKIE OF THE YEAR:** If you are competing for Rookie of The Year, and you run more than five (5) races in your division and/or an upper division, in any year, you are not eligible to compete for Rookie of The Year in the future.

24. Any car continuously unable to start under its own power may be liable for a penalty or disqualification from the event or from the complete program.

25. Any Driver or Crew that does not take their car to the line-up grid, when requested to by the Officials, they may be required to start at the back of the line-up for that event.

26. If a car is dead on the track, when racing is in progress, the Driver must stay in the car with seat belts fastened until the race is stopped, except in case of a fire or rollover. Failure to comply may result in a penalty, disqualification, and/or suspension.

27. No racecars will be allowed on the track until the track has been opened for official practice or racing.

28. No person shall be permitted to ride on the outside of a racecar, tow vehicle or trailer at any time.

29. No speeding in the pits. You must use caution while driving in the pit area or you will be subject to a fine or suspension. No donuts, burnouts, etc. allowed. We need to keep the pits safe for Drivers and all others.

30. Per the GHR track insurance company, quads will be limited to Sprint Car Teams ONLY, with restrictions. One quad per team and the quad must come with the team not in a separate vehicle. There will be a posted speed limit of 5 mph at all times, absolutely no passengers on quads. Quads must be registered and proof of insurance is mandatory. Only licensed drivers are allowed to drive a quad. THERE WILL BE NO TOLERANCE FOR ANY INFRACTIONS.

31. No firearms allowed in the pit area.

Flag Procedures

1. **Yellow Flag:** All cars stopping on a yellow, will be placed on the rear of Restarting line-up. An area will be designated (usually the pit area) for any work to be done during a yellow flag. Cars remaining on racing surface that are able to restart without service will be placed on the rear, in the order they were running prior to yellow flag. Any driver who works on his car or permits any other person (other than a track Official) to work on his car on the racing surface, during a yellow flag, shall be penalized one lap.

2. If a car needs a second push off, after any cars have started, he will start at the rear of that race.

3. Any car that is involved in one unassisted yellow flag in the heat races and two unassisted yellow flags in the main event will be disqualified for that event.

4. There will be one attempt at a green-white-checkered flag, if another yellow flag appears then the race will be restarted with the green and white flags displayed at the same time.

5. **Red Flag:** Cars that the red flag was thrown for and any other cars that change any tire will be placed at the rear of restarting line-up. All others will get the position they were running in prior to flag, if ready to join restarting line-up when called provided they went to designated red flag work area.

6. It shall be the decision of the flag man and Grays Harbor Raceway as to what cars flags were displayed for, and their decision is final.

7. All Restarting line-ups will be single file after one lap with any lapped cars being placed in line-up.

8. *Note:* Any car changing any tire during red flag will be placed at rear also. (Wheel spacers may be changed if monitored by track Officials).

9. A race is not considered complete until the checkered flag appears. If a yellow or red flag must be thrown after the checkered flag appears, the race is officially over and the payoff will be done in the same manner as a yellow or red flag realignment.

10. *Procedural*: Rules shall apply to all Tour Races and other Special Races and, are strongly recommended for all weekly, sanctioned shows, and if local track rules differ they should be made known to all participants.

11. One lap over half-way through an A Feature event shall constitute a complete race in the event a race is stopped due to bad weather. If a race is stopped by use of the red flag and is ruled completed, the finishing positions will be paid according to the last officially scored lap by the leader previous to the red flag. Any car or cars red flagged will be put to the rear of the line-up of official finish.

RACE PROCEDURES AND LINEUPS

1. Group qualifying sessions will be performed at all Grays Harbor Raceway events. Pill draw will determine qualifying groups. Drivers will receive five (5) laps to qualify, those drivers missing their qualifying groups, will receive no passing points in their respective heat races.

2. Heat Races will be ten (10) laps. Heat races will be lined up fully inverted from qualifying times..

3. A maximum of twenty (20) cars will start the A-Main.

4. Feature will have up to six rows lined up by pill draw to determine the inversion of 0, 2, 4, or 6..

5. On Mid-season and Championship night, the top six (6) in points will be locked into the A-Main. The remaining cars will qualify and start straight up behind the top six. The top six will race a six lap scramble race. Lined straight up by points, the finish determines the starting lineup for the A-Main

6. A car and driver qualify as a team. Each driver can qualify only one car. No driver will be permitted to change cars after taking the green flag of his/her heat race. An exception to this rule will be a two day race.

7. Grays Harbor officials will advise drivers of the make-up of the number of heat races, main events, field maximum size and other pertinent information at the drivers meeting.

8. The lineup posted on the pit board when cars entering the racing surface for any race shall be the final lineup. In the event of a car dropping out of the lineup for mechanical reasons, the row will move straight forward.

9. The start will be official only upon the starter signaling with the green flag. In the event a pace car is used, all cars shall take their proper position behind it. In the event a pace car is not used, the pole car will set the pace which shall be consistent with track conditions and as required to keep the field in formation. *GHR* shall be empowered to disqualify or penalize any driver violating this rule.

10. A white line or Cone will be placed on the turn 4 area for all double file starts. All cars must remain in proper order until they pass the chalk line or cone.. Flag man will be instructed not to throw the green flag until then. If, in the Officials judgment, the front row car or cars are out of position a yellow will be displayed, after the green and a warning given to offender. Any further violation will result in the offender being placed a row back with car behind offender being brought to front row. Any other car not in proper position, in the Officials judgment, will be penalized a minimum of 2 positions plus one position for each position gained over one. This penalty will be imposed on the next yellow or red flag. If there is no flag after penalty then it will be enforced at end of race.

11. Any car requiring a second push on start or restart of race will be placed at rear.

12. On all single file starts after one lap the restarts will start at a Cone to be placed on the front straightaway.

The leader must start race at or near the cone and all cars must go outside of cone in the proper

aligned order. **Leader must set a consistent pace, leader can pick up the pace up in the middle of turn three and four, there will be a stripe on the outside wall to designate where the pace may be picked up.** Any car going inside of cone, hitting cone or passing a car prior to going outside of cone will cause yellow and be placed on rear. If no yellow appears you will be penalized two (2) spots for each position passed at the finish.

13. Any car on or near the racing surface that delays the start or restart of any race shall be penalized one lap by Officials. A work area will be designated at drivers meeting.

14. Alternates will not be taken to fill any vacancies that occur.

15. Any car not running at a reasonable racing speed may be subject to disqualification for safety reasons.

POINTS SYSTEM

A Feature Points

1. 150	9. 113	17. 96
2. 142	10. 110	18. 94
3. 135	11. 108	19. 92
4. 130	12. 106	20. 90
5. 125	13. 104	
6. 122	14. 102	
7. 119	15. 100	
8. 116	16. 98	

75 points will be awarded to all drivers that take a competitive green flag but fail to make the "A" feature.

60 points will be awarded to all drivers that make an effort to compete but fail to take a competitive green flag in Heat or Feature action.

Heat Race Points

The passing point system will be used to determine starting positions in feature events. Heat points will NOT be used for season championship points.

In the event of a tie in passing points, the driver who first earned the points shall be aligned in front of any subsequent driver earning the same number of points. Passing points will be figured on the actual starting position on the final parade lap.

Starting Position									
1	2	3	4	5	6	7	8	9	10

1	100	105	110	115	120	125	130	135	140	145
2	91.5	93	98	103	108	113	118	123	128	133
3	83	84.5	86	91	96	101	106	111	116	121
4	74.5	76	77.5	79	84	89	94	99	104	109
5	66	67.5	69	70.5	72	77	82	87	92	97
6	57.5	59	60.5	62	63.5	65	70	75	80	85
7	49	50.5	52	53.5	55	56.5	58	63	68	73
8	40.5	42	43.5	45	46.5	48	49.5	51	56	61
9	32	33.5	35	36.5	38	39.5	41	42.5	44	49
10	23.5	25	26.5	28	29.5	31	32.5	34	35.5	37

Engine Rules

1. 360 Cubic Inches: plus 1% maximum displacement (360 plus 1% = 363.6).
2. No aluminum blocks. No Titanium in engines, excluding valves and valve retainers.
3. Injectors: 2 3/16 inch maximum inside diameter of injector stack - 2.187 at least 3 inches in length. Note: Larger injectors may be used, but sleeves a minimum of 3 inches in length must be installed in stacks above the Butterflies. No relief hole may be drilled above the Butterfly on any injector. No Alteration of injector manifold mounting holes will be allowed. Due to manufacturing process some injector stacks may be slightly larger. There will be a tolerance of .005 allowed on no more than 3 stacks. No throttle body or plenum type injectors allowed, No down nozzle injectors.
No timed fuel injectors will be allowed. Electronic fuel injection shall not be allowed. Only one injector nozzle and one injector line per cylinder. Injection unit shall have one shaft operated butterfly per cylinder. The immediate area of the butterfly must be round. No slide or barrel type injectors will be allowed.
4. Spec Heads: Brodix heads part # 27-211, #27223, and #27-222 with ASCS stamp may not have any performance-enhancing alterations in any way. Intake opening no larger than original opening, the only exception being, inlet opening may be ground or polished 3/4 inches or no further into port than the closest edge of the closest letter of the ASCS logo. During this polishing the left side of the letter "A" is sometimes inadvertently brushed with polish wheel. This is permissible as long as letter is still intact. During polishing of inlet port sometimes polish marks may go slightly further than the 3/4 inch. Intake port at no time may exceed 215 cubic centimeters. Intake port polishing will be allowed no more than 1 1/2 inches below the bottom of the original seat ring on the back side of the bowl area and no more than 1 inch on the short side. Polishing will be allowed in the combustion chamber area to avoid hot spot chaffing. Polishing will be allowed in exhaust ports as long as the original "ASCS" logo is not affected or port shape is not altered substantially. Absolutely no intake or exhaust port relocation, raising, enlargement or reshaping of any type. Valve angle and placement may not be altered in any way on the ASCS spec head or on any other head. ASCS checking fixtures to check the above specifications and dimensions will be used by Grays Harbor Raceway
Any internally repaired ASCS spec head must be re-certified by Brodix.
5. All spec heads must remain within 1 degree of the original manufacturing.
6. Penalty for altered spec head will be subject to suspension, for one calendar year. Forfeit all points and moneys won, during the race which the infraction was found, and

subject to a \$500 fine that must be paid to *Grays Harbor Raceway* before reinstatement. Intake port at no time may exceed 215 cubic centimeters.

7. All oil pans must have inspection plug, pans without plug will be subject to pan removal at anytime.

8. No Turban driven, Turbo or blower will be allowed.

9. Only two valves and one spark plug per cylinder allowed. No big blocks.

10. No computer operated or controlled parts, such as fuel injections, fuel systems, chassis adjusting systems, etc.

11. No offset motors will be allowed, engine must be directly in front of driver. Driver must straddle driveline.

12. No roadster type chassis allowed, only sprint appearing type bodies, tails and hood will be allowed.

Chassis Specs

1. Weight Rule: Weight rule is 1475 lbs., including the driver, at the conclusion of the race. Any bolt-on weight must be painted white and the car number must be on the weight. Loss of any bolt-on weight during competition will disqualify the individual from that event. Bolt-on weight can only be added in the areas designated in the accompanying diagram. The weight must be securely attached and must remain in place during a race. It must not be moved or removed during a red flag situation. We reserve the right to disqualify any individual whose weight mounting procedure does not meet our specifications. (see illustration)

2. Wings

Top Wing: (see Illustration)

a) Center Foil maximum size of 25 square feet with a maximum width of 60 inches with a one degree plus or minus tolerance.

b) Center Foil shall be fully sheathed in aluminum. Vent holes are strictly prohibited.

c) No wicker bills or Gurney lips permitted on Center Foil, unless center foil is totally flat then a one inch wickerbill is allowed.

d) Other than the slider mechanism, no moving parts allowed on or in foil structure.

e) The 12-inch section located at the rear of the Center Foil must not have the belly/curl arc out of proportion with the rest of the Center Foil. The belly/curl arc must span the entire length of the Center Foil and appear to be a gradual arc with the deepest point no further back than 48 inches from the leading edge. As measured on a 12-inch straight edge, the belly at 6 inches from the rear of the Foil may not be deeper than ½ inch.

There is zero tolerance on this ½ inch depth. It is suggested that the wing blue print specify 15/32-inch depth, so that if any deflection or movement of the wing occurs, the depth will not exceed the ½ inch specification. (This ½ inch measurement ensures that the belly/curl arc is gradual.)

f) The belly/curl arc must start at the radius of the Center Foil's leading edge and shall not exceed a depth of 2½ inches. Center Foil thickness cannot exceed 9 inches. Center Foil top surface from side to side must remain flat. Center Foil must be one-piece construction. No split or bi-wings will be permitted. Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber or other similar material may be used in the basic framework of the wings. Top wing must not extend beyond outside of rear tires.

g) Two stationary foils or rudders will be allowed to run the entire length of the underneath portion of the top wing. Maximum height proportions are 1 inch at the front

and 3 inches at the rear. Nowhere shall the foil exceed 3 inches in height. The top wing can be cockpit/driver adjustable

*Front Wing: (see Illustration)

- a) Center Foil maximum size of 6 square feet with a maximum width of 36 inches with a one degree plus or minus tolerance.
- b) Center Foil shall be fully sheathed in aluminum. No vent holes allowed.
- c) No wicker bills or Gurney lips permitted on Center Foil, unless center foil is totally flat then a one inch wickerbill is allowed.
- d) Maximum distance from the Center Foil front edge to the front edge of the front axle may not exceed 20 inches.
- e) The Center Foil front edge must remain at least 1 inch behind the front edge of the front bumper. Center Foil top surface from side to side must remain flat.
- f) Center Foil must be one piece. No split or bi-wings will be allowed.
- g) Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber or other similar material may be used in the basic framework of the wings.
- h) The Front Wing must not extend beyond outside of front tires. The Front Wing may not be cockpit or driver adjustable while the car is stationary or in motion.
- i) No moving parts allowed on or in foil structure.
- j) The 5" section located at the rear of the front foil must not have a bell/curl arc that is out of proportion with the rest of the front foil. As measured on a 5-inch straight edge, the belly at 2 ½ inches from the rear of the foil may not be deeper than 3/8 inch. There is zero tolerance on this 3/8-inch depth. It is suggested that the wing blue print specify 11/32-inch depth, so that if any deflection or movement of the wing occurs, the depth will not exceed the 3/8-inch specification (This 3/8 inch measurement ensures that the belly/curl arc is gradual).
- k) The belly/curl arc must span the entire length of the front foil and appear to be a gradual arc with the deepest point, no further back than 12 inches from the leading edge. The belly/curl arc must start at the front foil's leading edge and shall not exceed a depth of 2 inches. Top foil thickness cannot exceed 3.6 inches.
- l) No rudders or fins on Front Wings.

*Side Board Panels

- a) All side board panels must be within an eight-degree plus or minus tolerance.
- b) Side panels may not be supported by braces whose section is not horizontal. All braces or supports shall be oriented thin edge to face the air stream. Only rectangular, round or oval metal braces not exceeding 1 inch in width may be used.
- c) No aero section side panel brace material allowed.
- d) No brace or support shall resemble a wicker bill or a split wing. Top Wing sideboards maximum size, 72 inches long and 30 inches tall. Panels must be of one-piece construction. Panels must be fabricated flat so as to have no turnouts or flaps made of more than 2 inches of material on the front or rear of panel and no more than 1 1/4 inches on the top or bottom. Front Wing side boards maximum size, 12 inches tall and 26 inches long with no more than one inch overhang from the center foil front edge to the side board front edge. Sideboards may have front, back, top and bottom turnouts of no more than 1/2 inch.

3. Any sprint chassis is allowed, but it must pass any test prescribed by the safety inspectors. The roll cage must be of a four-post design. No dirt champ cars. No elliptical

(oval shaped) tubing used on or as part of the main frame structure. Minimum wheel-base of 83 inches, maximum wheel-base of 90 inches.

4. Fuel cell securely mounted with bladder mandatory. Tank used for qualifying heats must remain for all events.

5. No flammable liquids allowed in cooling systems. No fuel additives.

6. Bumpers and nerf bars are mandatory and must be securely mounted. No aluminum frames, rear bumpers or nerf bars. Aluminum front bumpers are allowed. Nerf bars must not be outside of tires.

7. All drive lines must be broken in the coupler or rear slider, fully enclosed and contain no more than one U-joint or C-V joint. No torque arm drive lines allowed. A safety strap is strongly recommended.

8. Mufflers: Unaltered functional mufflers intact at all times, Muffler Rule: Large Spin Tech box muffler #1545 only. Maximum DB 95@ 100'.

9. Headers: Must be a minimum of .045.

10. Steel, aluminum or titanium brake rotors only.

11. Raceceiver Radios are mandatory; we reserve the right to penalize drivers that don't run a Raceceiver. No two way radios will be allowed.

12. The maximum distance from the leading edge of the front bumper to the leading edge of the front torsion tube is a maximum of 8". The maximum distance from the leading edge of the front bumper to the leading edge of the front axle is 23 1/2 inches.

13. No hollow, tubular or drilled out bolts allowed.

14. The right side opening must be a minimum of 10 inches vertical at any point and 21 inches horizontal.

Tires and Wheels

1. Right Rear Hoosier Racing Tire, stamped Medium or Hard 105 X 16. No tire preps or tire softeners allowed.

2. Beadlocks recommended on all wheels.

3. Maximum right wheel width is 18-inches, maximum left rear wheel width is 15 inches.

Fuel

1. Methanol or Ethanol only, NO NITRO or additives allowed. Fuel subject to be checked anytime by GHR Officials. NOTE: Fuel samples may be taken for analysis and prize money may be withheld until results are known. (Penalty for fuel infraction will result in forfeiture of all points and moneys won during event detected, and a fine up to \$250.)

Safety

1. All drivers are required to wear SNELL approved helmet, a fire retarding uniform, protective gloves and arm restraints during competition.

2. All cars must be equipped with adequate seat belts, shoulder harness and crotch strap. *Grays Harbor Raceway* strongly recommends a five point hookup with 3 inch belts.

Protest

1. Protest will be taken only from a driver or car owner and then only if the protest is in writing and accompanied by the appropriate protest fee in cash to GHR Officials. In the event the protested car is found to be legal, the protest fee shall be given to the owner of the car protested minus a fee that shall be paid to the inspector.

2. All protest must be filed within ten (10) minutes after the completion of the last race of the evening.

All protest shall be decided upon by *GHR* or his representative. Any appeal of official decision must be filed in writing within ten (10) minutes of notification with *Grays Harbor Raceway* official and his/her decision shall be final.

3. No protests will be accepted on judgment decisions.

4. In the event a car is protested and found to be illegal by the inspector, the driver and car protested shall have all points and money forfeited that were won during the particular race program in question and may be suspended.

Protest Fees (Figures In Parenthesis Are Filing Fees)

1. Motor tear down (heads off) and cylinders inspected: \$500 (\$100).

2. P & G fuel test \$500 (\$100).

3. Other technical protest: \$200 (\$100).

SPORTSMANSHIP – Sprint car racing is a very emotional sport. As such, good sportsmanship is the key element of any competitive racing program. This must include respect for all participants – Drivers, Owners, Pit Crews, and Officials. For our part we will make every effort to be consistent with our rules regardless of whom or what is involved. We will treat all participants with respect and expect similar treatment in return. A racer's pit area is his castle – therefore please stay out of other racer's pit areas, especially after an incident where you have been involved with that racer. Drivers – remember that you are responsible for the actions of your crews. Any offending parties will be fined appropriately and disciplinary actions will be initiated as deemed necessary.

NUMBERS: All cars must be bright in a appearance with contrasting numbers. Numbers must be least 18 inches high and 3 inches wide and be legible from sides of car and roof. Roof numbers to be read from the passenger side of the car. Numbers will only be issued by Grays Harbor Raceway. Call the office to confirm your number. There will be no duplicate number's, any driver competing in the previous season will have until the third race to reserve their number before it will go back into the system.

Any part or equipment found during an inspection or any other time, that does not meet applicable Grays Harbor Raceway standards must be surrendered to GHR Tech Officials at that time, and will not be returned. Failing to not give up the part or parts will result in a fine, and/or loss of points and/or suspension.

Grays Harbor Raceway Officials reserve the right to make final decisions in the interpretation of any rules or race procedures at any time. No equipment will be considered as having been approved by reason of passing through inspection, GHR Officials recommend that you carefully study the Grays Harbor Raceway rulebook in order to be familiar with all aspects of racing. If you are considering apart, modification or procedure not covered in these rules, contact Grays Harbor Raceway Tech Official before proceeding with any purchases or modifications. If you have any questions regarding the rules set forth, contact the Grays Harbor Raceway Tech Official.

In keeping with Grays Harbor Raceway's commitment to maintaining proper balance in the competition arena, it may be necessary for Grays Harbor Raceway to make rule changes and/or rule modifications from time to time. Such changes are designed to enhance close competition. Grays Harbor Raceway's goal of a

full starting field of various makes in each race, that are equally matched as possible is certainly in the best overall interest of the sport.

EIRI: (Except in rare instances) Decisions of Grays Harbor Raceway Officials are final and binding without exception.