



Competition Rules

Revised April 2026

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CHAPTER ONE - RULES AND REGULATIONS

1.1 SCOPE OF THESE REGULATIONS

The Anchorage Alaska Sports Car Lions Club (the Club), shall reserve the right to authorize and supervise automotive competitions and tests of any kind; to make and construe rules and to render decisions concerning them; to make and cancel dates for competitions; to appoint and rescind regulations; to establish rules for its own procedure; and to do all those things in which, its judgement, are conducive to the well being of automotive competitions in its area of jurisdiction. These regulations shall apply to any automotive racing competition, which is sanctioned by the Club.

1.2 REVISIONS OF THESE REGULATIONS

The Club reserves the right to revise these regulations or any supplement thereto. However, it is not the intent of the club to revise or alter these regulations unless warranted by exceptional circumstances or evolution of the Club.

1.3 SPECIAL RULES

The Club Competition Rules Committee reserves the right, in an emergency, to make special rulings, which it deems conducive to the well-being of automotive competition. Voluntary participation, by any person, in the competition shall constitute recognition of this right.

1.4 VOLUNTARY ASSOCIATION

The Club is not and does not desire or propose to establish a monopoly in automotive competition. No persons or club may be a member of it, associate with it, or participate in its activities except of free will.

1.5 RIGHT OF AFFILIATION

The Club reserves the right to affiliate itself with any national or international racing organization if it deems that such affiliation shall be in the best interest of the Club and its members.

1.6 COMPLIANCE WITH REGULATIONS

All vehicle owners must ensure compliance with these regulations as of April 30th, year of revision, unless otherwise noted.

1.7 ACCEPTANCE OF THESE REGULATIONS

Every person or group of persons who organize or participate in an automotive competition under the sanction of the Club shall be deemed to be acquainted with these regulations, and their application or entry shall constitute acceptance of them.

CHAPTER TWO - RACE OFFICIALS

2.1 OFFICIALS

The First Vice President or their appointees shall be the RACE STEWARD, who has the power to:

- a. Decide what penalty to inflict for break of the competition regulations.
- b. Impose a reprimand or penalty per [§ 11.11](#), but not suspension of license. Exclusion for more than one day must be approved by the Competition Rules Committee.
- c. Prohibit from competing any driver or automobile that is reported as dangerous by the Technical Inspector.
- d. Exclude from competing any entrant or driver who is ineligible.
- e. Order removal from the course any competitor who refuses to obey the order or a responsible official.
- f. Direct a car be torn down if the Race Steward deems necessary. This tear down will be paid for by the Club only if the car is found legal.
- g. To overrule a technical inspector only to insure a consistent interpretation of these competition regulations.
- h. To disqualify any driver who, in their opinion, is endangering themselves and/or other competitors – either through lack of sufficient skill in controlling their car and/or using poor judgement and/or exercising unsportsmanlike conduct.
- i. Review and approve all track layouts and course designs.

2.2 TECHNICAL SAFETY INSPECTORS

- a. The First Vice President and Competition Rules Committee shall identify and appoint multiple Technical Safety Inspectors. Appointments shall be reviewed by the Competition Rules Committee annually.
- b. Technical Inspectors and any appointed assistants shall be responsible for checking the mechanical state of automobiles both in regard to compliance with these regulations and in the interest of safety. In particular, they shall (a) inspect and certify that all competing automobiles comply with all safety regulations; (b) conduct inspections of automobiles at the request of the Race Steward; and (c) report to the Race Steward any automobiles they find do not conform to the requirements of these regulations.

2.3 COURSE MEDICAL PERSONNEL

Any driver involved in an accident may be required by the Race Steward to be examined by the course medical personnel. The medical personnel's decision shall be final as to the driver's continuance.

2.4 CHIEF STARTER

Shall operate under the supervision and order of the Race Steward. All competing drivers shall be under the orders of the Chief Starter from the time that the cars are placed in their starting positions ready to start until the time the competition is completed and all competing cars have left the course.

2.5 COURSE MARSHALL

Shall be responsible to the Race Steward and shall see to the final preparations and maintenance of the course.

2.6 PIT MARSHALL

Shall be responsible only to the Race Steward and shall see to the enforcement of the rules of the pits.

2.7 FLAG MARSHALL

Shall be responsible to the Chief Starter and shall be responsible for recruiting, training and assigning corner workers; and is responsible for signaling information to drivers through flags and for assisting the corner workers by reporting any pertinent matters that may arise during a race.

2.8 TIMING & SCORING

Timing & Scoring shall be responsible to the Race Steward and shall see to the registration of entries, recording time trials, scoring and posting the results of an event.

CHAPTER THREE - DRIVERS

3.1 LICENSING THE DRIVERS

Any person 18 years of age or older may obtain a membership from the Club upon completion of the required application and payment of all fees, and if necessary any physical examination. No person may drive in a Club competition event as defined in [§ 8.1](#) and [§ 8.2](#) unless they present to the proper officials a current Lions Club membership. Memberships shall expire each June 30th.

Exemptions to the driver's age requirement may be granted by the Competition Rules Committee. The driver and the driver's parents/legal guardians must submit a petition to the competition rules committee prior to the event. Exemptions can only be granted on a class specific and event-specific basis. At least one parent shall be a member of the Club before a waiver will be granted. Persons under 18 years of age must provide a completed parental consent form (notarized if not signed in person with a Club official), Release and Waiver of Liability, assumption of risk and indemnity agreement, completed minors assumption of risk acknowledgement and copy of both sides of state vehicle operator's license, and any other requirements as set by the Club's current insurance provider.

3.2 APPLICATION FOR LICENSE

Application shall be made on the approved Club membership form.

3.3 LICENSE FEES

Licenses may be purchased annually included with a Lions Membership to the Club or any other amount as may be determined by the Club.

3.4 PHYSICAL EXAMINATION

Drivers competing in an IT, GT, Open Wheel or Legend Car class, or when otherwise required in the event supplemental, must satisfactorily maintain a DOT or FAA physical examination, and show proof to the registrar at each event where the license holder is competing. Drivers holders in time trial, drift or rubber-to-ice classes are not required to maintain a DOT or FAA physical.

3.5 SENIOR DRIVER

A Senior Driver is a Club driver that does not have any restriction other than physically imposed upon its holder to enter a Club racing event.

3.6 NOVICE DRIVER

All drivers will be considered Novice Drivers until the driver petitions the Competition Rules Committee to become a Senior Driver. Novice drivers are advised to complete at least two (2) summer and two (2) winter wheel to wheel racing events prior to petitioning to be a Senior Driver. Drivers with outside racing experience refer to [§ 3.8](#) of these rules.

3.7 COMPETITION NUMBERS

Competition numbers will range from 0 to 999. Competition numbers are reserved on a priority basis for registered Wheel-to-Wheel racecars, other numbers are available as requested for other types of cars. A driver's competition number will be that appearing on their Club competition license. Exceptions must have prior approval of the Race Steward.

Numbers 44 and 48 are retired and reserved for official club use only.

A member's competition number remains inactive for a period of twelve months after their membership expires, unless otherwise released by that member in writing.

3.8 DRIVERS LICENSED BY OTHER ORGANIZATIONS

Upon successful membership application, payment of membership dues and presentation, or proof, of a current racing physical, any holder of a current senior competition license issued by IMSA, F.I.A., USAC, SCCA, California Sports Car Club, ICSSC, NASCAR, 600 Racing or other group, upon approval by Competition Rules Committee, will automatically be eligible for senior competition pending successful completion of at least one (1) novice race or practice session under observation. On application to the License Director and purchase of a Club membership with included competition license, such drivers will be assigned permanent identification numbers.

3.9 PASSENGERS

If the car is properly equipped, a single (1) passenger may be permitted in the front most passenger seat, upon receiving permission from an event official. Passengers are required to present identification and sign the event liability waiver, and shall meet the same level of safety equipment as the driver. Passengers under the age of 18 are not permitted without a parental consent form and signed minor release, notarized if not signed in person with an event official. Passengers under 4'9" are not permitted unless exempted by the Event Chair or competition rules committee.

CHAPTER FOUR - CLASSIFICATION OF AUTOMOBILES

4.1 CATEGORIES

It is recommended that car builders contact the Competition Rules Committee prior to and during construction of their cars for advice, and to ensure rules compliance.

Interpretations of class rules and suitability of specific vehicles to compete within specific classes shall be solely at the discretion of the Competition Rules Committee. It is highly recommended that any major changes to a vehicle being contemplated be submitted to the Competition Rules Committee and ruled acceptable for a specific class before the start of work.

The Club classifies automobiles into the following categories:

4.1.1 IMPROVED TOURING

This class is provided as a relatively low budget form of wheel to wheel racing with a strong emphasis on safety and handling, with strict limitations on modifications. Vehicles included in this class will include recognized cars, which have been produced in sufficient numbers that are readily available for purchase by the public.

4.1.2 GT

Cars competing in this category may be fully modified to the extent allowed in each individual class.

4.1.3 OPEN WHEEL

Cars competing in the open wheel category will be those automobiles, which make use of coachwork without fenders or bodywork enclosing all four wheels.

4.1.4 LEGEND CARS

Spec cars adhering to current 600 Racing Inc. Legend Class.

4.1.5 SUPER STOCK TRUCKS

Spec trucks adhering to current regulations in [Appendix F](#).

4.2 CLASSIFICATIONS

4.2.1 IMPROVED TOURING CARS

VEHICLE ELIGIBILITY

The IT Class is open to common rotary and 4, 5 or 6 cylinder vehicles produced for sale in the USA, or legally importable, that are at least five production years old. Vehicles with forced induction or nitrous are not eligible, regardless whether it is original or aftermarket equipment. 4 wheel drive vehicles otherwise eligible for the Improved Touring Class may compete in IT4.

- ITU will be for cars 2.0L and under.
- ITO will be for cars over 2.0L but not more than 3.0L.
- ITV will be for cars 3.0L and under without electronic fuel injection.
- IT4 will be for 4 wheel drive cars 3.0L and under.

ALLOWED MODIFICATIONS

Vehicle shall remain factory stock, except for the following allowed modifications:

- a. Bodywork must retain the original look of the vehicle. Side moldings and trim pieces may be removed.
- b. Interior
 - i. Interior panels may be unfastened or unbolted. Excessive cutting or gutting of the interior is not permitted.
 - ii. The dash shall remain unmodified, except small holes may be cut to facilitate roll cage installation.
 - iii. Door panels may be removed if the roll cage has double door bars.
- c. Engine
 - i. Engines may be rebuilt using direct replacement of original parts. Lightweight parts are not permitted.
 - ii. Cylinder overbore of up to 0.040" is allowed. Replacement pistons shall be direct factory replacements.
 - iii. Emissions equipment may be removed.
 - iv. Gasket matching is permitted up to 1" inward from the mating surface.
- d. Exhaust is unrestricted, except that it must exit the vehicle behind the driver.
- e. Air intakes are unrestricted, up to but not including the throttle body.
- f. Suspension
 - i. Springs, shocks/struts, and sway bars are unrestricted.

- ii. Bushings may be replaced with alternate materials. Modifying parts to facilitate installation of alternate bushings is not permitted.
- iii. Camber and caster may be adjusted with the use of crash bolts, eccentric bushings, shims, and/or camber/caster plates.
- g. Alternate wheels are permitted, up to a maximum of 7" wide.
- h. Any tire with DOT approval may be used.
- i. Gauges may be added, or removed.
- j. Any steering wheel may be used.
- k. Any mirrors may be used.
- l. Any limited slip differential may be used, provided the original housing is not modified.
- m. Any final drive gears may be used, provided the original housing is not modified.
- n. Parts may be updated or backdated from the same generation chassis. If the engine is replaced, it must be done as a complete unit.

4.2.2 OPEN WHEEL

All open wheel automobiles will be classed together regardless of displacement.

4.2.3 GTU

A four-cylinder class limited to 2.0 liters, plus normal service limits as set by the manufacturer (i.e. normal maximum overbore). Production based vehicles. Normally aspirated production based engines. Original engine position must be maintained with no more than 8" set-back/forward and original drive configuration (front wheel drive or rear wheel drive).

Cars competing in this category must be based on production automobiles but may be modified to the extent that production appearance is maintained (addition of spoilers, wings, air dams and side skirting is allowed). The engine & transmission must remain of the same manufacturer as the body but need not be of the same year or model. The frame, floor pan or structural members of unibody flooring must be retained.

Suspension must be of the original type (i.e. strut, double a-arm, beam, etc.)

Vehicle production quantities of no less than 3000 units of the specified make/model within a twelve (12) month period, all such units being approved by the EPA and DOT for sale in, or legally importable to, the United States.

The original roof, a-pillars, and angle of the windshield shall be maintained. Any other bodywork components may be fabricated of alternate material(s), if their shape retains basically stock appearance.

Fenders may be flared for tire clearance, provided that their shape and opening contour, in horizontal projection, is similar to the original opening.

Inner fender, door and floor panels may be altered, replaced or removed provided that there are panels which provide total separation between the wheels, suspension components, track surfaces and the driver/passenger compartment.

Special note: Forced induction is not permitted in this class.*

4.2.4 GTO

A class allowing any number of cylinders with displacement up to 3.0 liters for naturally aspirated vehicles, or 1.9 liters for forced induction* vehicles, plus normal service limits as set by the manufacturer (i.e. normal maximum overbore).

Special Note: Forced Induction is acceptable in this class. A multiplier of 2.0 times the engine displacement applies to rotary engine cars.*

4.2.5 GTX

A class without limitations to include any vehicle that meets current Club safety guidelines. Includes four-wheel drive GT cars. Forced Induction is acceptable in this class.

The installation of scattershields or explosion-proof bell housings shall be required on all cars where the failure of the club or flywheel could create a hazard to the other drivers. Chain drive cars shall be fitted with a protective case/shield to retain the chain in case of failure. Minimum material specifications for scattershields or chain covers are: 0.125 inch SAE 4130 alloy steel, 0.250 inch mild steel plate, 0.250 inch aluminum alloy, or NHRA or SFI approved flexible shields.

Heavy duty propeller shaft(s) and/or drive shaft(s) may be used. A minimum of two (2) steel 360 degree “loops” shall be installed of sufficient strength to prevent the driveshaft(s) from contacting the ground in the event of shaft and/or u-joint failure. Said loops shall be located within twelve (12) inches of the front of the shaft, and as close as practical to the rear of the universal joint.

** Nitrous Oxide is considered force induction for the purpose of these regulations.*

4.2.6 RUBBER TO ICE

Cars must be production sports cars, sedans, hatchbacks or wagons. The two classes will be 2wd and 4wd.

Tires - may be of any manufacturer and tread design. No studs of any type will be allowed. Any foreign objects either attached or impregnated into the tire will not be allowed. *This is strictly a rubber to ice class.*

Fenders - Tires must remain covered by the stock wheel well. There will be no fender flares allowed.

Seat Belts - Seat belts shall only be of the standard passenger three point type. Mounting and installation shall meet the standards of the Tech Inspector and DOT. Cars with cages must meet safety belt requirements in [§ 5.3](#).

Helmets - Helmets are required, and shall conform to [§ 5.2](#).

Tech Inspection - Cars must pass a time trial tech inspection.

Driver's Attire - Long sleeve cotton shirts, long cotton pants, and shoes that cover the foot are required. Open toed shoes or sandals are not permitted.

Drivers - Shall meet all of the Club licensing procedures, including physicals.

General Rules - Cars entered into the rubber to ice class shall meet all safety regulations set forth by the Club. Rubber to ice cars shall compete in races scheduled only for cars of this class and shall not compete with studded class cars. No studded class cars shall occupy the track for practice, qualifying or racing while the track is open to use for the rubber to ice cars.

4.3 RE-CLASSIFICATION OF VEHICLES

Upon application to the Competition Rules Committee a vehicle which is not competitive within its specified class may be allowed to compete in a different class in order to promote fairness. These individual rulings must be reviewed by the Competition Rules Committee on an "event by event" basis before race registration. Written approval of such re-classification must be submitted at the time of race registration.

CHAPTER FIVE - SAFETY EQUIPMENT

It is recommended that car builders contact the Competition Rules Committee prior to and during construction of their cars for advice, and to ensure rules compliance.

5.1 DRIVERS SUITS AND EQUIPMENT

All drivers of automobiles competing in, including practice of, an IT, GT, Open Wheel or Legend Car class, or when otherwise required in the event supplemental, shall be equipped as follows:

- a. Full SFI 3.2/A or FIA 8856-2000-certified fire-retardant driving suits must be worn by all drivers at all times while on track. If using a single layer SFI 3.2/A-1 or 3.2/A-3 suit, drivers must also wear fire-retarded SFI or FIA certified long underwear. Multilayer suits rated SFI 3.2/A-5 or higher are recommended, and may be worn without long underwear.
- b. Gloves made of leather and/or other fire resistant material approved by the Tech Inspector and containing no holes.
- c. Socks made of fire resistant material.
- d. Drivers with bears or mustaches shall wear face covering of fire resistant material. This coverage is recommended for all drivers.
- e. Drivers of open cars or cars without windshields shall wear goggles or face shields made of impact resistant material.
- f. The use of neck collars is highly recommended to all drivers.

NOTE: Only fire resistant materials approved by SCCA, IMSA, NASCAR, FIA, NHFA, or IHRA shall be acceptable to the Anchorage Alaska Sports Car Lions Club.

5.2 HELMETS

Helmets approved by the Tech Inspector with the most current or one prior Snell SA approval sticker must be worn at all times during competition and practice. Snell 2020 or later Special Application (SA2020), approved helmets are required after December 31, 2025. "Full Face" helmets are highly recommended.

For Rubber to Ice or Time Trial competition, helmets shall have the most current or one prior Snell M or SA approval sticker.

5.3 SAFETY BELTS

All drivers in Club sanctioned events must use an approved driver's restraint system. In all Dry Track events this method of restraint will consist of a five-point system. For Time Trial and Rubber-to-Ice class ice racing, a standard DOT three point seat belt is required.

A five-point system shall consist of a minimum three-inch seat belt, two-inch strap over the shoulder type of shoulder harness and a two-inch anti-submarine strap. The material of all straps shall be nylon or Dacron polyester and in new or perfect condition. The buckles must be of metal to metal quick release type. Safety belts must be replaced no later than five years after date of manufacture, as of April 2000.

The shoulder harness shall be the two straps over the shoulder "H-type". There must be a single release common to the seat belt and shoulder harness. The harness-to-bar attachment point must be between zero and 15 degrees lower than the harness' seat-entry point. Either a completely separate upper shoulder strap or an H-type harness is permitted.

Shoulder straps, seat belts and anti-submarine strap shall be attached to the floor structure of the car through the production stock mounting points or through a steel plate nine (9) square inches in area mounted on the outside of the sheet metal at the points of mounting. Steel plates shall be at least 1/8 inch in thickness.

5.4 FIRE EXTINGUISHERS

Fire extinguishers must be carried in the car at all times, regardless of class, in an approved bracket firmly affixed to the car. The extinguisher will be in working order and have a minimum rating of 4-BC (underwriters Laboratories, Inc.). An additional fire extinguisher, supplied by the vehicle owner, rated at least 60-BC, must be present in every individual pit area during all practices & races. Fire extinguishers shall have the car number firmly affixed.

5.5 ROLL CAGES

5.5.1 CONNECTION POINTS

Full roll cages are required in IT, GT, Open Wheel or Legends classes. All roll cages shall have at least 6 points of connection to the vehicle. Roll cages in IT cars shall have at least 6, but not more than 8 points of connection.

5.5.2 GENERAL REQUIREMENTS

The basic purpose of the roll bar/cage is to protect the driver if the car turns over or is involved in a serious accident.



1. The top of the roll bar should be a minimum of two inches above the top of the driver's helmet when the driver is sitting in a normal driving position. The main hoops shall be on continuous pieces, with smooth bends showing no evidence of kinking or crimping.
2. Main hoops shall incorporate a diagonal brace. The brace shall either be in the plane of the main hoop, or extend from the top of one rear brace to the bottom of the opposite rear brace. In the case of braces in the plane of the main hoop, the brace must span at least 50% of the width of the main hoop, and at least 75% of the height of the main hoop.
3. The roll bar/cage must be designed to withstand compression forces resulting from the weight of the car coming down on the roll structure, and to

take fore and aft loads resulting from the car skidding along the ground on the roll structure.

4. The four vertical members of the cage, or two vertical members of the bar, shall extend the full width of the cockpit to provide maximum bearing area.
5. Shoulder-harness bars are necessary for property shoulder-harness mounting in nearly all applications.
6. One door bar is required. For vehicles built or logbook after 1/1/2018, two door bars are required. If factory door impact protection is removed, door bars must be welded and not bolt-in construction.
7. All cars must have the passenger-side door bars meeting the same rules (though not necessarily using the same design) as the drivers-side door bars.
8. All welds shall be complete 360 degree welded at all joints, including car-to-cage joins.
9. Either an inspection hole between 3/16 and 1/4 inch diameter must be drilled in a non-critical area of the front and rear hoops, as well as one of the supplemental braces to facilitate verification of wall thickness; or alternatively, wall thickness may be determined by non-invasive means and noted in the logbook as inspected by such means.

5.5.3 MATERIAL

The roll bar hoops and all braces must be seamless, ERW or DOM mild steel tubing or chrome molybdenum alloy steel such as SAE 4125 or SAE 4130. It is recommended that mild steel tubing be used as chromium alloy present difficulties in welding and must be normalized to relieve stress. Other materials used shall be presented to the Competition Rules for approval or advising of certification.

5.5.4 MINIMUM TUBING SIZES

Vehicle Weight	Tubing Size
0-1700 lb	1-3/8" x 0.095"
1701-2699 lb	1-1/2" x 0.095", or 1-5/8" x 0.080"
2700 lb and up	1-1/2" x 0.120", or 1-3/4" x 0.095"

5.6 FUEL CELL/SYSTEM

All cars, except IT or time trial or rubber-to-ice cars, shall conform to the following Safety Fuel Cell Standards:

1. Race cars built after 4/1/2020 shall be presented to the Competition Rules Committee for determination of fuel cell requirements regardless of class.
2. Race cars of unmolested unibody construction may retain their factory tank in the original location, if it is located inboard of the frame structure, and between the front and rear shock towers or axles. This allowance does not extend to the tube frame or body-on-frame cars.
3. The fuel tank/cell shall be placed outside the driver compartment to protect the driver from any fumes or direct splashing of fuel. In the event installation includes encroachment into the driver compartment, a metal bulkhead must prevent exposure of the driver to the fuel tank/cell. All new construction or repairs involving fuel cells shall include a metal box completely enclosing the cell. This is in addition to any required firewall. It is highly recommended to provide secondary protection under the cell in addition to the metal box. All cars are required to conform to the metal box rule as of the annual meeting 2004. The fuel cell shall not be any closer to the ground than six (6) inches unless enclosed within the bodywork.
4. Lines and venting - Filler caps, fuel pickup openings and lines, breather vents and fuel lines shall be so designed that if the car is partially or totally inverted, fuel shall not escape. If the fuel filler cap is located directly on the fuel cell, a check valve shall not be required provided the filler cap is of the positive locking type and does not incorporate an unchecked breather opening. If the filler cap is not located on the fuel cell, a check valve must be incorporated in the fuel cell to prevent fuel from escaping if the cap and filler neck is torn from the tank. It is recommended that all lines and filler openings be incorporated in a single fitting located at the top of the fuel cell. Fuel cell breathers must vent outside the car. They shall not discharge inside the driver/passenger compartment, even if installed that way by the manufacturer. It is not permitted to vent the fuel system through the roll bar/cage structure.
5. Containers/metal boxes - Bladder type cells must be enclosed in a metal container. Rigid type cells conforming to SFI Spec 28.1 are not required to be enclosed in metal containers (except per 5.6a) but this is highly recommended.
6. Only safety fuel cells approved by SCCA, IMSA, NASCAR, FIA, NHFA, or IHRA shall be acceptable to the Anchorage Alaska Sports Car Lions Club. The burden of proof will be on the owner of the car.
7. Capacity - There shall be no restriction of fuel capacity, except where otherwise specified, or of dimension when installing safety fuel cells, and the installation of more than one cell is permitted.

8. Other Restriction - A positive locking fuel filler cap (no Monza/flip type) must be used. Filler caps, fuel pickup openings, breather vents and fuel lines shall be so designed and installed that if the car is partially or totally inverted, fuel shall not escape. No bare fuel lines will be allowed inside the driver's compartment. All cars will run on gasoline based fuels only. Additives to raise octane will be permitted. Other special fuels will not be allowed.

5.7 WINDOW NETS

Window safety nets shall be used on the driver's side window of all closed cars in the IT, GT or Open Wheel cars. Window safety nets are required on the passenger's side window of all closed cockpit cars when a passenger is present. The window net shall be equipped with a quick-release device and when released it shall fall down, thus not having to be flipped up on the roof. Closed cockpit Sports Racing cars may use arm restraints in lieu of a window net. Legend Cars are not required to have window nets.

5.8 ARM RESTRAINTS

Arm restraints are required on all open cars in the IT, GT, Open Wheel or Legends classes, including open Targa tops, sunroofs and T-tops. Closed cockpit Sports Racing cars may use arm restraints in lieu of a window net. Arm restraints shall not be worn in a manner which limits the ability of the driver to provide visible signals to the other competitors while on track.

5.9 OTHER FLUIDS

All fluids, including batteries must be shielded from the driver's compartment by either firewall or suitable container. Batteries contained in boxes must be well vented.

5.10 BATTERY SHUT-OFF

All vehicles in the IT, GT, Open Wheel or Legends classes must incorporate a battery disconnect device, which when turned off shuts off all power to the engine and accessories thereby killing the engine and fuel pump. The disconnect switch shall be clearly labeled and easily accessible from outside the car. If the disconnect switch is located inside the cockpit, windows shall be down at all times when on track.

5.11 HEAD AND NECK RESTRAINT

Event Supplemental Rules may require all drivers to be equipped with an approved head and neck restraint system conforming to the requirements of SFI 38.1.

5.12 SEATS

In the IT, GT, Open Wheel or Legends classes, one-piece, purpose built racing seats with properly located, factory-provided shoulder-harness holes are mandatory.

- a. Molded plastic seats of ABS or similar material are not allowed. OEM seats are not allowed.
- b. Driver's seatback must reach above the middle of the helmet or higher. All seats must be very securely mounted to the floor or cage to avoid separation during a crash.
- c. All mounting hardware must be Grade 8 or better and a minimum 2-inch diameter or larger steel plate or load washers are required when mounting to sheet metal.
- d. All seats, including seats on adjustable tracks, must show minimal looseness, and no back-and-forth free play.
- e. All seatbacks must be restrained against rearward failure.
- f. If a seatback brace is not used, a strong, seat-width element such as a shoulder-harness bar must be located within six inches of the seatback to prevent the seat from failing rearward.

5.13 VEHICLES MEETING OTHER SANCTIONING BODY REQUIREMENTS

Vehicles that conform to another national road racing sanctioning body's competition rules and meet our minimum safety standards shall be acceptable for competition. The burden of proof is on the vehicle owner.

CHAPTER SIX - ICE RACING WITH STUDS

6.1 DEFINITION

A stud shall be defined as any foreign material impregnated into or passing completely through the tire carcass.

6.2 GT

No maximum number of studs shall be in effect with these regulations. Installation of studs, which are deemed unsafe by the Tech Inspector, shall not be allowed, subject to the following guidelines.

1. A stud that does not extend through the tire carcass shall be limited to $\frac{5}{8}$ " diameter where the stud projects out of the tire no deeper than the rubber of the tire carcass.
2. A stud that extends through the carcass can be of any length required but that portion extending above the outer tire tread surface may not be more than $\frac{1}{4}$ " diameter.

6.3 IMPROVED TOURING CARS

IT cars are limited to street legal studs approved by original manufacturers only. Screws and "Super Studs" are prohibited. The maximum number of studs per tire permitted will be ten times the diameter of the wheel size used (i.e. 130 studs for a 13" tire, 140 studs for a 14" tire) and may not protrude from the tread by more than $\frac{3}{32}$ of an inch.

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CHAPTER SEVEN - THE AUTOMOBILE

7.1 GENERAL REQUIREMENT - COACH WORKS

Racing cars shall be those that as nearly as possible resemble sports cars driven on the street, not over 110 inches wheelbase and 82 ½" overall width, unless permitted by the Competition Rules Committee on a race by race basis.

7.1.1 BRAKES

The braking system should function in such a way that the brake pedal normally controls all four wheels. Dual or compound master cylinder is required. The pedals must operate normally in all respects and a six (6) second pressure test will be conducted at the technical inspection.

7.1.2 STARTERS

A self-starter fitted to the vehicle in properly working order is required.

7.1.3 INTERIOR

Coach work/Seats must be completely finished and offer no makeshift element. Under no condition may the seats serve as a holder for a spare wheel or be combined with the fuel tank(s). Each passenger seat, if provided, will have a seat belt. GT and Open Wheel cars will not be required to have a passenger seat, but if one exists, it will have a seat belt.

7.1.4 WEIGHT IN CARS

All weight materials in cars will be secured to the car whether it is in the driving compartment or in the trunk. Special attention will be given to the Technical Inspector to weigh material that is fastened outside the car in such a manner that it may drop on the track and become a hazard to other cars. All loose materials in the car (driving compartment or trunk) will be removed.

7.1.5 FENDERS

Fenders of vehicles must not include temporary or makeshift parts and they must be firmly affixed. They must be placed directly above the tires and cover entirely, or partly overhang the tire, by the structure of the body. Fenders fitted on the wheels

and liable to turn when the wheels are steered are prohibited. They must therefore be solid with the body, there being no gap between the fender and the body.

7.1.6 BUMPERS

Competing cars will, if the stock bumper is removed, remove all bumper supports extending beyond the bodywork. Bumpers will have no protruding or sharp edges. Extensive “nerf bar” assemblies or bumpers capable of being used for more than protection will not be accepted.

7.1.7 IDENTIFICATION MARKS

During competition, each car shall carry identification numbers, class letters, and such other marks as shall be stipulated. All markings are to be of a contrasting color to the car. All markings must meet the approval of the Technical Inspector, acting on the advice of the Chief Scorer.

7.1.8 NUMBERS

Competition numbers shall be placed on the front, rear, and both sides of the car. Specifically, all door numbers shall be at least 12” high and have a stroke of at least 2”. Drivers running under improper or incorrect numbers shall not be scored or timed.

7.1.9 CLASS DESIGNATIONS

Class designations shall be apart from the competition numbers and be one-fourth the size of the competition number minimum, and shall be displayed on all four sides of the car. Class designation shall be Roman numeral or Alpha characters according to the car’s classification.

7.1.10 LIGHTS AND MIRRORS

Automobiles must be fitted with:

1. Two rear reflecting mirrors with a reflecting surface of at least 50 sq. CM (7.75sq.”) each; (wink mirror constitutes only one of two mirrors)
2. At least one headlight or driving light capable of effectively illuminating the road ahead. Headlights are required to be on for Ice Racing and as directed by the race steward for other events (normally this would be determined based on current visibility conditions i.e. precipitation)

3. All cars must be fitted with functional tail and brake lights. Tail and brake lights may be either single, centrally mounted or dual, space equally from the corners. Taillights must be on during any practice or competition.

7.1.11 REMOVABLE TOPS

Cars with removable metal or fiberglass hardtops will be allowed to race if the top is secured by bolts; or if fasteners other than bolts are used, they are secured by safety wire.

7.1.12 MUFFLERS

To be determined by measurement with a decibel meter. The maximum allowable decibels at stand-still shall be 103, measured fifty feet from the open end of the exhaust pipe when engine is revved near the middle of its RPM range to as best stimulate a load. Maximum allowable decibels under race conditions shall be 107. Mufflers are required. If sound levels are met, the turbocharger may be considered the muffler.

7.1.13 TOWING EYES

All vehicles, including IT cars, without an exposed roll bar, shall have a towing eye or strap, front and rear, which does not protrude dangerously from the bodywork when the car is racing, to be used for flat towing or hauling the vehicle. A removable towing eye stored inside the vehicle is not acceptable. These towing eyes shall be easily accessible without removal or manipulation of bodywork or other panels. Towing eyes ID is a minimum two inches.

7.1.14 WINDSHIELDS

A sturdy, driver-protecting windshield is required; if glass, it must be OE-type. Real polycarbonate or strong, securely mounted steel mesh is also acceptable. Acrylic and all other non-polycarbonate plastics are not allowed. All non-OE windshields must be thick enough and suitably braced to resist a heavy object striking the windshield at speed.

7.1.15 GENERAL CONDITION

The vehicle shall be in a safe, operable condition. The engine/transmission mounts, shocks, struts, wheel bearings, lug nuts, steering linkages and suspension links and joints must all meet or exceed standard automotive specification and operational practices. Fluid leaks must be kept to a minimum. Wiring must be neat and

appropriately routed and secured. The firewall must have no unsealed penetrations. Competitors are encouraged to review the Technical Inspection Form to ensure that their vehicle will pass any technical inspection with the club.

7.1.16 HOOD LATCH

The vehicle is required to have a factory hood latch or aftermarket latches or pins.

7.1.17 STEERING COLUMN LOCK

The steering column lock is required to be removed or otherwise rendered inoperative.

7.1.18 SUPPLEMENTAL INFLATABLE RESTRAINTS

The Supplemental Inflatable Restraints (commonly known as airbags) are required to be disabled and removed from all vehicles in the IT, GT or Open Wheel classes.

7.1.19 TIRES

Tires are required to meet DOT specification or be labeled FOR COMPETITION USE ONLY. Tires are required to display no cords at the start of each heat race. Tires may be inspected at any time by a race official for compliance with any of this section.

7.1.20 OVERFLOW CONTAINERS

Any engine, transmission, fuel or cooling system breather or overflow device shall have an appropriate containment device that can be maintained and monitored on a regular basis.

CHAPTER EIGHT - EVENTS

8.1 DRY TRACK

For the purposes of Club sanctioned racing events, the term DRY TRACK shall apply to all high speed, wheel to wheel, events held on non-frozen surfaces.

8.2 ICE RACING

For the purpose of Club sanctioned racing activities, the term Ice Racing shall apply to all high speed, wheel to wheel, events held on frozen surfaces.

8.3 RACE SCHEDULE

The Race Schedule is to be determined by the Race Steward. The following is recommended by the Competition Rules Committee:

1. Normal Schedule - Registration, Technical Inspections, and Practice, Time Trials and/or Practice; First Race.
2. Races will be scheduled as quickly as possible one after the other. Drivers will have their cars ready for gridding fifteen minutes before the designated time for the race in which they have entered. Classes of cars running in any one race shall be divided by the Race Steward to provide competitive racing consistent with safety, with as little potential speed differential as possible between slowest and fastest cars in any race, dependent upon the number of entries.
3. Drivers Meeting before each race meet, all drivers shall be assembled by the officials for discussion of the rules and any specific regulation applying to that competition. Attendance at this meeting is mandatory.

8.4 DRIVERS CONDUCT

It shall be the duty of every driver to conduct himself in a manner that shall not be detrimental to the Club. Drivers will at all times be responsible for the conduct of their crews, and any offense committed by a crew member will be chargeable directly to the driver. This also applies during the running of the event while the driver is away from his pit. All personnel at a Club event make it their duty to present a neat appearance.

1. Alcoholic Beverages: Any person who has consumed alcoholic beverages on the day of the race will not be allowed to participate or complete, nor will they be allowed in any official areas (areas requiring a pass to gain entry). "Day of the race" is defined as sunup to the completion of the final race of the day.
2. Release from Liability: The entrant or driver, in signing the entry form for any Club event, elects to use the course of the event at their own risk and thereby releases and forever discharges the Club and/or sponsoring organizations, together with their heirs, assigns, officers, representatives, agents, officials, employees, members and other drivers and participants from all liability for injury to person, property, employees, and/or reputation that may be received by said entrant or driver, and from all claims of said injuries to parties listed above growing out of, or resulting from, the event contemplated under the entry form or caused by any construction or condition of the course over which the event was held.
3. Persons Allowed On The Course: During a competition, **only the officials necessary to be running the event and personnel required for service or emergencies shall be permitted on the course.** Any exception shall be specific permission of the Chief Starter.

8.5 LENGTH OF EVENTS

Each event on a Club-sanctioned race program for which championship points are awarded shall be of a length to be determined from time by the Club. Races may be shortened in length in emergency cases only. If it is necessary to halt an event, which is less than fifty percent complete, the event will be restarted. If the event is more than fifty percent complete, it shall be ruled completed. Positions will be awarded as of the end of the lap preceding the lap in which the race was called.

8.6 GRIDDING OF CARS

In the interest of safety, it is required whenever possible that a staggered starting grid be used in all standing starts.

8.7 NUMBER OF CARS

The Race Steward may restrict the number of cars that may be started simultaneously or in total on any given course. The number of cars required to have a separate race for any given class shall be up to the discretion of the Race Steward.

8.8 ORDER OF START

The starting order (gridding of the cars) will be by the results of a timed lap or laps whenever possible. At the discretion of the Race Steward, starting positions will be determined by drawing numbers for the position. At times when this is necessary, the cars will be gridded by class in the order of the numbers drawn within that class. For subsequent heats of a race event, cars will be gridded according to the finish of the previous heat, regardless of driver change; however, the second driver must have registered and qualified the car they drive or start in scratch position at the rear of the field.

8.9 STANDING START

The standing start will not be used except in special events for which rules have been distributed.

8.10 ROLLING START

The rolling start, in which cars are moving at the moment timing commences, shall be used for all club championship events. Other starts may be used for special events only, but in all cases the driver must have their helmet on and seat belt fastened at the time the flag is dropped.

Rolling starts will be as followed:

On instructions of the Chief Starter, signals plainly audible to the full grid shall be given five minutes and one minute before the scheduled time for each race. These alert drivers to man their cars, and crews to complete last minute preparations and vacate the grid (or pre-grid).

At the one minute signal, the Chief Starter shall take their position at the start line and the Grid Marshall will ascertain by hand signals that all drivers are ready, after checking each driver to ascertain that seat belts are fastened and helmets are on. He will then motion for the cars to move forward from the pre-grid or grid and begin the designated pace lap or laps as determined by the Chief Starter. Prior to the end of the pace lap or laps, the Chief Starter will assure themselves that the rolling grid is satisfactorily lined up and will bring the Green Flag from hiding in full view of the grid and will wave it vigorously until the field has passed from the starting line. In the event the Chief Starter determines that the field is not properly lined up for the

start he will hold up one finger signifying one more pace lap and will keep the green flag concealed.

8.11 FALSE START

A false start occurs when, before the green flag is waived signifying a start, a driver moves ahead of the field in a manner to gain unfair advantage. In this event, the start shall not be delayed for this cause. The offending drivers or driver may then be penalized by being black flagged at the discretion of the Chief Starter.

8.12 PASSING FROM THE GRID

It will be permissible to pass slower cars after the green flag has waived and before crossing the start-finish line, providing the overtaking car does not leave the course. If two wheels of the overtake car leave the course, the car shall be black-flagged at the discretion of the Chief Starter. The Chief Starter also has the option of penalizing the driver one lap. In the event, the scorers and the driver's pit shall be notified of the penalty as soon as practical.

8.13 RESPONSIBILITY IN OVERTAKING

Under all conditions, both the passed car and the passing car shall be equally responsible for safe passing by one of the other.

8.14 HAND SIGNALS

These hand signals will be used by all drivers:

- Before entering the pit from the course, the driver should signal by raising his hand.
- An overtaken driver should point to the side of the car on which the overtaking car should pass.
- The driver of a stalled car should raise both arms to indicate that they will not move until the course is clear.
- A driver whose car is not in contention (for instance making their way to the pits) will drive out the groove or fast lane whenever possible, so as not to constitute a hazard for other cars competing.

8.15 LEAVING THE COURSE

A competing car placing all four wheels off the defined edge of the course shall be considered to have left the course. If it is done for advantage or in a dangerous manner, this shall constitute a chargeable offense.

8.16 RE-ENTRY TO THE COURSE

A car leaving the course must re-enter so as not to gain advantage by returning to the course and must re-enter at approximately the exit point. Re-entry will be at the driver's discretion, but if done in an unsafe or unfair manner will be subject to the disciplinary action by the Race Steward at the conclusion of the event. A driver desiring assistance from the corner worker will so indicate by raising their hand.

8.17 ENTRY FEES

Entry fees will be determined on an event by event basis. All fees must be paid in full before or at the official tech inspection listed for that event. The entry form, competition license, Club dues and physical all must be complete, current and paid up to date to enter any Club competition event. An entry will not be considered accepted unless all items are complete. If a car fails to make the first race grid, and subsequent races thereafter, due to mechanical failure the entry fee shall be refunded in full.

8.18 TIME TRIALS

8.18.1 COURSES

Courses and speeds shall be designed with the consideration of the limitations of novice drivers and streetcar participation. Courses shall flow smoothly and provide adequate run off areas.

8.18.2 VEHICLES

All vehicles are subject to the provision of [§ 7](#). Convertibles are generally not permitted. You must consult with the Competition Rules Committee before the race weekend.

Convertibles must either have a roll bar meeting the requirements of [§ 5](#), a non-mechanical factory roll bar/rollover protection, or a factory hard top, using the

factory mounting hardware and mounting points. Owners of cars equipped with factory roll bars or rollover protection must present documentation to the Competition Rules Committee or Event Chair prior to the race weekend.

8.18.3 CLASSES

Classes will be defined in the event supplemental regulations and notices.

8.18.4 DRIVERS

Drivers shall meet requirements in [§ 3](#).

8.18.5 DRIVER'S ATTIRE

Long sleeve cotton shirts, long cotton pants, and shoes that cover the foot are required. Open toed shoes or sandals are not permitted.

8.18.6 DRIVERS TRAINING

Instructions will be given at every drivers meeting to the meaning of the red flag, possible cautions about the course, and a course drive through will be offered.

8.18.7 SEAT BELTS

Seat belts need only to be of the standard passenger three-point type. Mounting and installation shall meet the standards of the Tech Inspector and DOT. If a racing harness is used, a roll bar or roll cage is required and is subject to the requirements in [§ 5](#).

8.18.8 HELMETS

Helmets are required, and shall confirm to [§ 5.2](#).

8.18.19 TECH INSPECTIONS

Tech inspection will be done by the Club Competition rules [Appendix B](#) form. Wheel caps and trim rings must be removed. All loose items inside the car must be removed to pass tech.

8.18.10 GENERAL RULES

Cars, drivers and crew members shall meet all safety regulations set forth by the Club and the Competition Rules Board, including driver conduct and race steward authority.

8.19 CORNER STATIONS

1. The number, location, and staffing of corner stations must assure that the entire course can be seen at all times and that areas of the course not immediately visible to oncoming race cars are covered.
2. Location: Corner stations will be located according to the following criteria:
 - a. The corner personnel have a clear view of the area to be covered.
 - b. The oncoming drivers have a maximum visibility of the flags and corner personnel. Corner crew have a maximum protection from out of control automobiles. The yellow flag must be displayed when a corner worker or other personnel move to a less protected or unprotected area.
 - c. Personnel: Corner stations should be staffed with at least 4 people: a flagger, a communicator, a safety response, and a corner captain in charge of the station. If necessary, stations may be staffed with a minimum of 2 people.
 - d. Equipment: Along with communications hardware, each corner station will be equipped with sufficient flags and fire extinguishers so that they may respond adequately to any situation.

8.20 EVENT SUPPLEMENTAL REGULATIONS AND NOTICES

- a. The Event Chairman is required to publish event supplemental regulations and notices.
- b. All Event Supplemental Regulations and Notices require approval by the Competition Rules Committee prior to publishing.
- c. Event Supplemental Regulations and Notices are required to be published at least 14 days prior to the event date. Event Chairperson(s) are encouraged to publish the Event Supplemental Regulations and Notices as soon as possible after announcement of the event and approved by the Competition Rules Committee.
- d. Event Supplemental Regulations and Notices must include all pertinent information for the safe operation of the event, to include event schedule, contact information, safety technical requirements, and site rules.

8.21 PIT AREA SAFETY REQUIREMENTS

- a. Individual pit areas are the responsibility of the registered competitor. Pit area rules apply to all types of competitors, regardless of class.

- b. Each pit area is required to have a spill kit, consisting of speedy dry or absorbent pads, garbage receptacles or bags, and a fire extinguisher, rated at least 60-BC, present in every individual pit area during all practices and races. Fire extinguishers shall have the car number firmly affixed.

8.22 PHOTOGRAPHY, VIDEOGRAPHY AND ASSOCIATED EQUIPMENT

- a. All photographers and videographers are required to have a spotter present with them when within 100 ft of a live track. No photographer or videographer shall be closer than 100 ft of a live track unless authorized by the Event Chair and with appropriate high visibility safety gear.
- b. All aerial photography or videography platforms, commonly referred to as drones or quadcopters, are required to maintain a 50 ft vertical and horizontal clearance from the track surface. Flight over persons is strictly prohibited unless operated under a Part 107 exemption with the Federal Aviation Administration, and a copy of the Part 107 exemption is required to be presented to the Event Chairman.

CHAPTER NINE - FLAGS

All club events will use approved racing flags during competition and practice. A driver is considered under control of a flag when the driver's vehicle is in the view of the flagging station.

9.1 GREEN FLAG

A green flag will be used to start a race or practice and to indicate that the course is clear and vehicles are under racing conditions. The race is under way the instant the green flag begins to fall.

9.2 YELLOW FLAG

A yellow flag, when waived, indicates great danger, be prepared to stop immediately. Passing is not permitted until the car has passed the danger area and under control of a green flag. If waived by the chief starter, no passing is permitted anywhere on the course.

9.3 RED FLAG

Red flag means stop immediately, with caution, and in a safe position. Do not proceed until directed by a race official.

9.4 BLACK FLAG

A black flag denotes possible mechanical trouble or driving infractions. Proceed into the hot pit or grid area at the next safe opportunity. Car numbers may be displayed on a board when black flag is used.

Note: If shown furled, it is a warning to the driver of dangerous or unsportsmanlike conduct in driving. A driver will typically receive one furled warning for driving infractions, depending upon the severity.

9.5 CHECKERED FLAG

Indicates the end of the practice session or race. Complete one cool-down lap at reduced speed and return to the pit.

9.6 BLUE FLAG

When shown motionless, another competitor is following you very closely.

When waved, a faster competitor is overtaking you, check your mirrors and be alert, move out of the fast line if safety permits.

When actually being passed it is always safest to hold your line allowing the overtaking car to choose their pass.

9.7 CROSS FLAGS

Usually green and white, means the race is halfway finished.

9.8 WHITE FLAG

Waved, used to indicate the beginning of the last lap of the race.

9.9 SPECIAL SIGNALS

Lights may be used to supplement flags. They will have the same significance as flags. A flashing light has the same significance as a waved flag.

CHAPTER 10 - AWARDS AND POINTS

10.1 AWARDS

Awards shall be determined by the executive officers and/or event chairman of the Club.

10.2 POINTS SYSTEM

Points in each class and category shall be awarded on the following basis:

1st	9 points
2nd	6 points
3rd	4 points
4th	3 points
5th	2 points
6th	1 point

10.3 SCORING

10.3.1 DEFINITIONS

Running - took checkered flag (entries have until the winning car cross the finish line and completes the cool-down lap, to take the checkered flag)

Not Running - did not take the checkered flag

DNS - did not complete one lap

DNF - did not complete 50% of the winning car's laps

DQ - disqualified (all points forfeited)

10.3.2 RULES

OVERALL POINTS

1. To earn overall points, finishers must complete 50% of the winning car's laps, rounded down.
2. Running cars take priority over Not Running cars when both have completed the same number of laps.

CLASS POINTS

1. To earn class points, finishers must complete 50% of class winner's laps, rounded down.
2. Running cars take priority over Not Running cars when both have completed the same number of laps.

ACCUMULATION OF POINTS

All events will have each heat scored and the total of points for all heats added. This will be the total score for each competitor for the day. For multiple day events or series of events (i.e. Ice Racing series, summer series) points awarded for each race heat will be totaled to determine the overall winner.

TIE BREAKERS

If finishing places are tied, then the determination of finish will be as follows to be applied in descending order:

1. Number of First Place finishes.
2. Number of Second Place finishes.
3. Number of Third Place finishes.
4. Total number of laps.
5. Ties beyond this formula will share points and finish place.

CHAPTER ELEVEN: PROTESTS AND PENALTIES

11.1 LODGING OF PROTEST

Every protest, except starting position, shall be in writing and shall clearly state the subject or action protested and the grounds upon which it is based.

11.2 TO WHOM THE PROTEST SHALL BE ADDRESSED

All protests arising out of the competition shall be addressed to the Race Steward. All other protests should be lodged with the Competition Rules Committee Chairman. In addition, any protest involving an incident, which results in damage to your car or any other car, must be forwarded by the Race Steward to the Competition Rules Committee for review.

11.3 PROTEST PROCEDURE

The Race Steward may disqualify themselves from a protest and may submit the protest to the Competition Rules Committee Chairman for adjudication by that committee. Any aggrieved party may appeal the decision of the Race Steward to the Competition Rules Committee, who shall notify all concerned parties of the date for when both sides of the appeal will be heard, with each party having rights to one rebuttal. Balloting will be written. The chairman of the Competition Rules Committee will see that concerned parties not in attendance are advised in writing by the Committee's decision and a copy of the letter given to the Club Secretary to be placed in the Club files.

11.4 TIME LIMIT FOR PROTESTS

A protest as to the validity of an entry, or for disqualification of a driver or automobile, shall be lodged no later than one hour before the start of the event, except where conditions render this impractical, in which case the protest shall be made within one hour of the conclusion of the competition.

Any protest against an automobile or driver arising out of competition must be filed within one hour of the conclusion of the race out of which the protest arises.

A protest against a starting position must be made before the start of the race. Starting position protest may be verbal and shall be given to the appropriate official at pre-grid.

A protest against any mistake or irregularity occurring during a competition shall be made within one hour of the conclusion of the competition.

Protests against the results of a competition shall be made within one hour of their publication.

11.5 PROTESTS AGAINST AUTOMOBILES

If a competitor or group of competitors wishes to protest a car as not being as represented, they, or the group, may demand that the car be inspected and reassembled.

11.6 BURDEN OF PROOF

The burden of proof in all reasonable protests is to fall on the protested party. A “reasonable” protest will be determined by the Technical Inspector or the Competition Rules Committee.

11.7 PROTEST BOND

All protests against automobiles and classification of automobiles must be accompanied by a \$25.00 bond. A protested party will incur no costs due to the tear down, if the car is found legal; rather, the protesting party is to pay said costs. Before the actual tear down, the protesting party will post a cash bond in the amount to be determined by the Competition Rules Committee.

11.8 CARS FOUND NOT TO BE AS REPRESENTED

Should a car be found to be in violation of these regulations, the protest bond shall be returned to the protesting party or parties, and the owner and/or driver of the car will stand all expenses.

11.9 CONTINUING EVENT APPEALS

Any appeal arising out of a continuing event will be resolved by the Competition Rules Committee at the conclusion of that day's activity, if possible. Appeals referred to the Committee during or at the close of the technical inspections held before the race day will be resolved before the start of the first race, if possible.

11.10 RIGHT TO PROTEST

The right to protest lies solely with a competitor or their authorized agent; nevertheless, any official acting in their official capacity shall take such action as the case warrants even in the absence of protest.

11.11 PENALTIES

Any person or organization violating any competition rules and regulations or direction or order of the competition rules committee or any event official may be penalized by one or more of the following:

1. Exclusion from the grounds.
2. Disqualification.
3. Disqualification and loss of points.
4. Disqualification, loss of points, and suspension of membership.
5. Fines up to \$100.
6. Probationary period (per [§ 12.5](#))

All drivers are required to ensure their passengers and guests adhere to all rules and regulations, including supplementals. Penalties may be imposed on the driver responsible for their passengers and guests.

11.12 FINES

All fines shall belong to the Club and shall upon collection be transmitted immediately to the Club Treasurer. No fine assessed shall be removed or modified, except by order of the Competition Rules Committee.

11.13 LIABILITY TO PAY FINE

An entrant may be held responsible for the payment of any fine inflicted on this driver, mechanic, or pit crew, or their guests.

11.14 DELAY IN PAYMENT OF FINES

Fines shall be paid within 48 hours of their being ordered. Any delay in making payment shall entail suspension during the period the fine remains unpaid.

11.15 WITHDRAWAL OF MEMBERSHIP

Every person suspended for other than mechanical infractions shall have their membership suspended with no prorations or refunds and reinstated when the term of their suspension has expired, or if a new membership year be eligible to apply for membership.

11.6 DISQUALIFICATION

Disqualification may be either for a single event pronounced by the Race Steward, or disqualification from all Club sanctioned events by order of the Competition Rules Committee or Executive Board of Directors.

11.7 PUBLICATION OF PENALTY

The Club shall have the right to publish or cause to be published a notice stating that it has penalized any person or organization. Such person or organization shall have no right of action against the Club or any official of the Club.

CHAPTER TWELVE - INCIDENTS

Any racing incident resulting in damage to your car or any other car is subject to review by the Competition Rules Committee. Any person found to be at fault under [§ 12.1](#) is subject to the 1/13/16 rule, as stated below. Any person whose vehicle is involved in a rollover incident is subject to a probationary period. Any person deemed at fault in a non-racing incident is subject to [§ 12.3](#) (at the sole discretion of the Competition Rules Committee).

12.1 RACING INCIDENTS

A racing incident is described as any event, other than normal competition, which occurs, on the racing surface, during any practice or actual competition.

12.2 ROLL-OVER

For the purposes of this section a roll-over is described as an incident where any portion of a vehicle's side or top bodywork comes into full contact with the racing surface, whether or not the vehicle rolls fully over or comes to a rest upon its tires or not.

12.3 NON-RACING INCIDENTS

In addition to violations of specific rules, and separate from incidents occurring on the racing surface, each of the following shall be deemed a non-racing incident and subject to the items listed in [§ 11.11](#):

1. Any action or representation with the objective of entering into competition a car or driver known to be ineligible or not properly entered or with proper credentials.
2. Any act or proceeding prejudicial to the interest of the Anchorage Alaska Sports Car Lions Club or auto racing in general.
3. Reckless or dangerous driving, either on the course or in the pit/garage area.
4. Failure to obey the direction or order of a Club or race official.
5. Refusing to cooperate with, interfering with or obstructing in any way the actions of the Race Steward, Competition Rules Committee or other club or race officials in the course of their duties.
6. Unsportsmanlike conduct (to be considered on an individual basis by Competition Rules Committee).

7. Physical violence towards any other participant or spectator at, to or from any Club event/function due to any reason.
8. Any other action deemed undesirable (at the discretion of the Competition Rules Committee).

12.4 “1/13/16 RULE”

If you are found to be at fault in an incident which results in damage to your car, or any other car, you will be excluded from competition for the remainder of the current day's competition (or the following day if the incident occurs during the last competition of the day during a multiple day event). Further, you will be placed on probation for a period of thirteen (13) months. If you are found to be at fault during the probationary period you will be excluded from all competition for a period of six months, following the second incident, at which time the initial probation will resume until a full thirteen month's probation has been served (this would result in a nineteen (19) months' probation/exclusion). Should a person be found at fault twice within a probationary period they will be excluded from any competition for a period of one year from the date of the third incident.

12.5 PROBATIONARY PERIOD

If applied separately from the 1/13/16 rule, a probationary period will last for six months. Should a second incident occur within the probationary period, penalties may be applied per [§ 11.11](#) or [§ 12.4](#) (at the discretion of the Competition Rules Committee).

CHAPTER THIRTEEN - COURSE BUILDING

Courses must be approved and deemed safe by the Competition Rules Committee before an event can begin. When planning a track, the safety of the competitors on course and the safety of corner workers and spectators must be taken into account. This can be accomplished with the track design itself, along with water barrels or other protective barriers. In the case of ice racing, adequate berms should be plowed to keep vehicles on the track. In corners, it is recommended that the berms be at least 18”.

Appendix A: Health Review Request

Alaska Sports Car Club
PO Box 231454
Anchorage, Alaska 99523

Examining Physician

Dear Sir or Madam:

_____ (The “candidate”) is a member of the Alaska Sports Car Club.

A physical is required every two years. The candidate's physical health has changed since the last physical examination. Per our regulations, this change requires special review by the licensing department.

We request you perform the regular physical as outlined on the provided form. Please note any items of concern and check the appropriate line at the bottom of the form recommending the candidate for review. The licensing department will use the results of the regular physical form along with the input from other sources to make a final determination of the fitness of the candidate for competition.

The final decision on licensing will reside with the licensing department of the Alaska Sports Car Club.

Sincerely,

First Vice President

Appendix B: Technical Inspection Forms

ANCHORAGE ALASKA SPORTS CAR LIONS CLUB WHEEL-TO-WHEEL & TIME TRIAL VEHICLE TECHNICAL INSPECTION FORM

Driver _____ Car/Class # _____
Vehicle Year _____ Make _____ Model _____
Inspector _____ Date _____
Comments _____

Pass _____ Fail _____

Vehicle Exterior

- ___ Transmission blanket (GT car required) (4.2.5)
- ___ Driveshaft loop (4.2.5)
- ___ Electrical cutoff switch (function test) (5.10)
- ___ Tow hooks, front & rear (7.1.13)
- ___ Body condition (7)
- ___ Numbers (7.1.8) & Class Designation (7.1.9)
- ___ Door latches
- ___ Head & taillights (7.1.10)
- ___ Two mirrors (7.1.10)

Engine Compartment

- ___ Battery & mount
- ___ Radiator & hoses
- ___ Overflow containers
- ___ Brake fluid level & condition
- ___ Throttle & return
- ___ Engine & transmission mounts
- ___ Hood latch / safety catch
- ___ Wiring
- ___ Firewall

Wheels and Tires

- ___ Condition of tires (rated for class/track conditions)
- ___ All lug nuts present & tight

Driver's Gear

- ___ Suit, shoes & gloves (5.1)
- ___ Helmet (5.2)

Driver's Compartment

- ___ Safety belts (5.3)
- ___ Fire extinguisher (5.4)
- ___ Roll cage (5.5)
- ___ Window nets (5.7)
- ___ Arm restraints (5.8)
- ___ Seat & mounts (5.12)
- ___ Steering wheel play
- ___ Inspect pedals
- ___ Brake pedal pressure (6 sec) (7.1.1)

Under Vehicle

- ___ Muffler exit / exhaust system (7.1.12)
- ___ Wheel bearings (from & rear)
- ___ Shocks / struts & mounts
- ___ Springs
- ___ Steering linkage
- ___ Ball joints
- ___ Fluid leaks
- ___ Fuel lines

Miscellaneous

- ___ Fuel cap
- ___ Fuel cell properly mounted/shielded (5.6)

Passenger's Gear

- ___ Suit, shoes & gloves (5.1)
- ___ Helmet (5.2)

ANCHORAGE ALASKA SPORTS CAR LIONS CLUB

DRIFTING VEHICLE TECHNICAL INSPECTION FORM

Driver _____ Car/Class # _____

Vehicle Year _____ Make _____ Model _____

Inspector _____ Date _____

Comments _____

Pass _____ **Fail** _____

Vehicle Exterior

___ Tow hooks (D&TD, 3.B)

___ Body condition (D&TD, 3.A, F)

___ Numbers (7.1.8)

___ Door latches

___ Fuel cap

___ Windshield wipers (D&TD, 5.H)

___ Body panels (D&TD, 3.G)

___ Windshield (D&TD, 3.C, D)

Under Vehicle

___ Exhaust system (7.1.12)

___ Wheel bearing front & rear (D&TD, 5.F)

___ Shocks/Struts/Mounts

___ Springs

___ Steering linkage

___ Ball joints

___ Fluid leaks (D&TD, 5.B)

___ Fuel lines (D&TD, 5.B)

Wheels and Tires

___ Condition of steer tires

___ Condition of drift tires

___ Tread depth

___ Lug nuts/bolts

___ Wheels

All under (D&TD, 5.F)

Driver's Compartment

___ Safety belts (5.3)

___ Fire extinguisher (5.4)

___ Seat and mounts (5.12)

___ Steering wheel play

___ Pedals

___ Brake pedal pressure (6 sec, 7.1.1)

___ Hydraulic hand brake (D&TD, 5.D)

___ Interior (5.G)

___ Steering wheel/hub (D&TD, 5.H)

Engine Compartment

___ Battery and mount (D&TD, 5.H)

___ Radiator and hoses

___ Overflow containers

___ Fluid level and conditions (D&TD, 5.B)

___ Throttle and return

___ Engine/Transmission mount

___ Hood latch/safety catch

___ Wiring/Electrical

___ Firewall

If Applicable

___ Fuel cell (5.6)

___ Roll cage (5.5)

___ Wheel adapters (D&TD, 5.F.d)

___ Window net (D&TD, 6.E)

___ Arm restraint (D&TD, 6.E)

Driver's Gear

___ Helmet (5.2)

Appendix C: Driver Physical Examination Form

PHYSICAL EXAMINATION FORM FOR ASCC COMPETITION LICENSE APPLICATION

(To be filled out on both pages by examining physician and returned to applicant)

To Physician: This form is part of an application for automobile competition license with the Alaska Sports Car Club. If he is found to be physically fit, and he/she passes other tests, a competition license will be granted allowing participation in competition at very high speeds under race conditions alongside other competitors. Not only his life, but the lives of others may depend on whether or not he is physically able to control his vehicle under these highly exacting conditions. Please examine him carefully and critically, and recommend him/her only if you are completely satisfied in all respects. An appeal procedure exists whereby an applicant may be reviewed further should you disapprove the physical examination. You will be doing the applicant, our sport and yourself a service by conducting this examination as carefully as possible.

IT IS SUGGESTED THAT ALL APPLICANTS AGE FORTY AND OVER SHOULD HAVE AN EKG AS PART OF THIS EXAMINATION, AT THE DISCRETION OF THEIR PERSONAL PHYSICIAN

Applicants having the following afflictions must be referred to the ASCC Competition Rules Committee for further review:

1. Less than 20/30 corrected vision in the better eye.
2. Loss of extremity or eye.
3. Alcoholic or drug addiction
4. Diabetes.
5. Epilepsy.
6. Psychological problems
7. Spasmodic
8. Blood pressure Diastolic over 100; systolic over 170.
9. History of heart attack.
10. All gross deformities subject to listing.
11. Loss of color vision.

NAME _____ AGE _____ DATE OF BIRTH _____

STREET ADDRESS _____ CITY/STATE/ZIP _____

SEX _____ HEIGHT _____ WEIGHT _____ COLOR OF HAIR _____ COLOR OF EYES _____

NORMAL	Check each item in appropriate column(enter NE in not evaluated)	ABNORMAL	
	1. Head, Face, Neck and Scalp		24. DISTANT VISION
	2. Nose		Rt. 20/ Corrected 20/
	3. Sinuses		Lt. 20/ Corrected 20/
	4. Mouth and Throat		Both 20/ Corrected 20/
	5. Ears, general		25. Field of vision
	6. Drums (perforation)		Right eye
	7. Eyes, general (for visual acuity see #24)		Left eye
	8. Pupils (equality and reaction)		26. Color vision (test)
	9. Ocular motility (associated parallel movement, nystagmus)		27. Blood pressure
	10. Lungs and chest (including breast)		Systolic -
	11. Heart (thrust, size, rhythm, sounds)		Diastolic -
	12. Vascular system		28. PULSE
	13. Abdomen and viscera (including hernia)		Resting -
	14. Anus and rectum		After exercise -
	15. Endocrine system		2 min after exercise -
	16. G-U system		29. URINALYSIS
	17. Upper and lower extremities (strength and range of motion)		Albumin -
	18. Spine, other musculo, skeletal		Sugar -
	19. Identifying body marks, scars, tattoos		30. Other tests
	20. Skin and lymphatics		31. EKG
	21. Neurologic (reflexes, equilibrium, senses, coordination, etc.)		Normal Abnormal
	22. Psychiatric (specify any personality deviation)		
	23. General systemic		

32. Medical treatment within the past five years:

Date _____ Name and Address of Physician consulted _____ Reason _____

33. Comments on History and Findings:

RE-EXAMINATION - It is the responsibility of the applicant to present him/herself for re-examination as follows:

1. Upon the expiration of the current medical examination form as required in the current ASCC Competition Rules.
2. Following any significant illness, injury or hospitalization.

The applicant should have no history or clinical diagnosis that may be reasonably expected, within two years after finding, to make him/her unable to perform the duties or exercise the judgements required of a automobile racing license.

APPLICANTS WHO HAVE HAD MYOCARDIAL INFARCTION, WHO ARE DIABETIC AND TAKE INSULIN OR WHO HAVE ANY OF THE 11 CONDITIONS LISTED ABOVE, MUST BE REFERRED TO THE COMPETITION RULES COMMITTEE.

On the basis of the above information, and in consideration of the note addressed to me, I make the following recommendation:

_____ That the applicant is physically and psychologically fit to drive a racing car in competitive events at high speeds.

_____ That the applicant be reviewed by the ASCC Competition Rules Committee or their designees.

_____ That the applicant is NOT physically and/or psychologically fit to drive a racing car in competitive events at high speeds.

SIGNED _____ DATE _____

ADDRESS _____

APPLICANT'S MEDICAL HISTORY – FOR ASCC COMPETITION LICENSE

Name _____ Age _____ Date of Birth _____ Sex _____

Address _____ City/State/Zip _____

Personal Physician _____ Address _____

Examining Physician _____ Address _____

Have you been treated for, ever had or have you now any of the following? For each Yes answer please describe or explain below or attach additional pages as necessary.

YES	CONDITION	NO
☐	1. Frequent or severe headaches	☐
☐	2. Dizziness or fainting spells	☐
☐	3. Unconsciousness for any reason	☐
☐	4. Eye trouble, except glasses	☐
☐	5. Hay fever	☐
☐	6. Asthma	☐
☐	7. Allergy to medications or other drugs in addition to hay fever and asthma	☐
☐	8. Diabetes – insulin (how much)	☐
☐	9. Heart trouble	☐
☐	10. High or low blood pressure	☐
☐	11. Anemia or other blood diseases, including abnormal bleeding	☐
☐	12. Stomach trouble	☐
☐	13. Kidney stone or blood in urine	☐
☐	14. Sugar or albumin in urine	☐
☐	15. Epilepsy or fits	☐
☐	16. Nervous trouble of any sort	☐
☐	17. Any mental trouble	☐
☐	18. Any drug or narcotic habit	☐
☐	19. Excessive drinking habit	☐
☐	20. Attempted suicide	☐
☐	21. Motion sickness requiring drugs	☐
☐	22. Admission to hospital within the last twelve months	☐
☐	23. Operations involving eyes, brain, heart, nerves or blood vessels	☐
☐	24. Amputation or physical disability	☐
☐	25. Other illnesses	☐
☐	26. Immunization against tetanus (by toxoid) – list date	☐
☐	27. Tetanus boosters (list dates)	☐
☐	28. Rejection for life insurance	☐
☐	29. Military medical discharge	☐
☐	30. Previous waiver for medical defects from ASCC (explain)	☐

REMARKS:

List any medication currently used (including eye drops)

Have you had an automobile accident, including racing, in the past two years? If yes, explain or describe.

This is to certify that the above statements are true and accurate. I also give permission to any hospital, institution or physician to furnish any information relative to my condition to the Alaska Sports Car Club.

Applicants signature _____ Date _____

Witnesses
 Signature _____ Date _____

Appendix D: Racing Incident Sanction Form

Alaska Sports Car Club
PO Box 231454
Anchorage, Alaska 99523

DATE

Dear _____

Pursuant to § 12 of the Alaska Sports Car Club Competition Rules, a review was held regarding your involvement in a racing incident during the event held at

_____ On _____ 20_____.

“Any racing incident resulting in damage to your car or any other car is subject to review by the Competition Rules Committee. Any person found to be at fault under § 12.1 is subject to the 1/13/16 rule, as stated below. Any person whose vehicle is involved in a rollover incident is subject to a probationary period. Any person deemed at fault in a non-racing incident is subject to § 12.3 (at the sole discretion of the Competition Rules Committee).”

The review as found you to be:

- Subject to a probationary period of six months
- “at fault” in this incident and subject to the 1/13/16 rule

“1/13/16 Rule

If you are found to be at fault in an incident which results in damage to your car, or any other car, you will be excluded from competition for the remainder of the current day’s competition (or the following day if the incident occurs during the last competition of the day during a two day event). Further, you will be placed on probation for a period of thirteen months. If you are found to be at fault during the probationary period you will be excluded from all competition for a period of six months, following the second incident, at which time the initial probation will resume until a full thirteen months probation has been served (this would result in nineteen months probation/exclusion). Should a person be found at fault twice within a probationary period they will be excluded from any competition for a period of one year from the date of the third incident.”

“PROBATIONARY PERIOD

If applied separate of the 1/13/16 rule, a probationary period will last for six months. Should a second incident occur within the probationary period, penalties may be applied per § 11.11 or § 12.4 (at the discretion of the Competition Rules Committee)”

These sanctions commence as of the date of infractions as noted above.

Sincerely,

Chairman, Competition Rules Committee

Appendix E: Rollover Racing Incident Form

Alaska Sports Car Club
PO Box 231454
Anchorage, Alaska 99523

DATE

Dear _____

Pursuant to § 12 of the Alaska Sports Car Club Competition Rules, a review was held regarding your involvement in a rollover incident during the event held at

_____ On _____ 20_____.

“Any racing incident resulting in damage to your car or any other car is subject to review by the Competition Rules Committee. Any person found to be at fault under § 12.1 is subject to the 1/13/16 rule, as stated below. Any person whose vehicle is involved in a rollover incident is subject to a probationary period. Any person deemed at fault in a non-racing incident is subject to § 12.3 (at the sole discretion of the Competition Rules Committee).”

“PROBATIONARY PERIOD

If applied separate of the 1/13/16 rule, a probationary period will last for six months. Should a second incident occur within the probationary period, penalties may be applied per § 11.11 or § 12.4 (at the discretion of the Competition Rules Committee)”

These sanctions commence as of the date of infractions as noted above.

Sincerely,

President

Appendix F: “Super Stock” Mini-Truck Rules

Mini-Truck: Compact or mid-sized Truck or SUV sold in the USA that was produced for the 1997 model year or earlier and is included in the following list:

Trucks

Chevrolet LUV, S-10
Datsun Pickup
Dodge D50, Dakota RAM 50
Ford Courier, Ranger
GMC S-15, Sonoma
Isuzu Hombre, P'up, TF
Jeep Comanche
Mazda B-series
Mitsubishi Mighty Max, Raider
Nissan Hardbody, Frontier
Toyota Pickup

SUVs

Chevrolet S-10 Blazer
Dodge Durango, Raider
Ford Bronco II
GMC Jimmy
Isuzu Rodeo
Honda Passport
Mitsubishi Montero
Nissan Pathfinder
Toyota 4Runner

Any Truck or SUV not on this list must be approved by officials prior to entry.

MS-1 Marking and Identification

- A. All vehicle numbering is subject to approval.
- B. Officials may require a competitor to use a different number to avoid confusion or duplication at an event.
- C. It is the competitor's responsibility to make sure that the number is visible during all race conditions.

- D. Advertising on all race vehicles must be in good taste.
- E. Foil or reflective numbers are not permitted.
- F. Team vehicles with the same paint and colors must have distinguishing markings of some kind.

MS-2 Numbers

- A. Numbers for the Super Stock class will be 1-99.
- B. Numbers must be applied side-by-side. No slanted numbers.
- C. Numbers will be located in the following positions:
 - a. One number plate on each side.
 - b. One number plate on the back of the vehicle facing rearward.
 - c. One number in the upper left hand corner of the windshield.

MS-3 Roll Cage

- A. All trucks must have a minimum of a six-point roll cage.
- B. All roll cages must be constructed of one and three-quarter diameter by 0.120 or larger ERW, or DOM tubing for the main cab area. This includes all structural bars in the cab. Structural bars are: square above head, A-pillar, main hoop, and both side door bars.
- C. All roll cages must have two door bars on both sides of the cab that connect a pillar to the main hoop with lower tube 4-6 in" above the floor and upper tube 4-6" above lower tube. Door bars must be approved by officials.
- D. All roll cages must be constructed with at least one diagonal support behind the back and one support from the top of the main hoop to the tube above the windshield.
- E. All structural intersections of tubing must have a 3"x3"x0.120 gusset.
- F. Tubing beyond the minimum requirements may be added.
- G. All tubing, welds, gussets and roll cage construction is subject to approval.**
- H. Roll cage construction and intersecting tubes MUST BE WELDED.
- I. There must be a minimum of two inches clearance between the driver's helmet and the cage.
- J. Bolt in cages must have 3/16 bolt flanges at each connection point with four bolts that are at least 3/8 grade 8 with large washers.
- K. Mount points on cab can't have a compromising amount of rust.

MS-4 Chassis

A. Frame

- a. Complete unaltered OEM frames are required. No material may be removed with the exception of any unused brackets or tabs. Body mount may be modified or removed for roll cage clearance.
- b. Material may be added to reinforce the frame.
- c. No cross members may be removed except for those that interfere with the driveshaft or rear end housing. This means no moving, modifying, or removing a cross member for any other reason including stock clearance, fuel cell mounting, weight reduction, or suspension component mounting.
- d. Radiator may be replaced, but must remain in stock location. Electric fans are allowed.
- e. Chassis modifications for repair of damaged components will be allowed at the discretion of officials.

MS-5 Firewall and Floor

- A. Complete OEM front and rear firewalls are required.
- B. All open holes in the firewall must be filled so that no more than $\frac{3}{8}$ " openings exist.
- C. Tire clearance tubs may be added to the front firewall.
- D. Complete OEM floor is required.

MS-6 Measurements

- A. Front wheel travel is limited to 9 inches.
- B. Rear wheel travel is limited to 12 inches.
- C. Front wheel travel is measured on a vertical plane from the center point of the end of the spindle.
- D. Officials will determine all measurements and center points.

MS-7 Body

- A. OEM cab must be used. No external modifications allowed except for the roll cage tubing clearance.
- B. Internal sheet metal may only be trimmed for roll cage clearance.
- C. Any unused tabs or brackets may be removed.

- D. Grill with OEM appearance is required.
- E. Removal of glass and removable trim is allowed.
- F. If the windshield is removed a metal grid must cover the entire windshield opening.
- G. Front and rear fenders must be securely bolted on but can be trimmed for tire clearance, but must retain original appearance.
- H. Working headlights and tail lights are required.
- I. Body must be mounted within one inch of the factory location.
- J. Stock rubber body mounts may be removed or replaced with other material.
- K. Removal of front inner fenders, core support, and truck bed is allowed.
- L. Up to two inches of front fender well opening may be removed.
- M. Dash may be removed. Aftermarket analogue and electrical individual gauges are allowed.
- N. Fiberglass front and rear fenders are allowed.
- O. Window nets are required.

MS-9 Bumpers/Nerf Bars

- A. Tubing front and rear bumpers and nerf bars are required. No open ended tubes.
- B. Bumpers and nerf bars must not be built in a manner that would promote hooking or snagging other vehicles.
- C. Front bumper must be at least 36" wide and must not exceed more than 4 inches beyond the widest portion of the body.
- D. Front bumper may not extend more than 12" in front of the hood.
- E. Rear bumpers must extend from frame rail to frame rail.
- F. Bumpers must not protrude more than 4" wider than the body when viewed from the front or rear.
- G. Plate bumpers mounted to the rear of the vehicle are subject to approval.
- H. Nerf bars are required, but may not extend more than 2" wider than the widest portion of the body but no less than the width of the outside of the door. Nerf bars must be attached to the frame below the body, removing material from the body is not allowed.

MS-10 Suspension

- A. All suspension components aside from upper A-arms must remain stock, in stock locations, with original mounting methods maintained.

- B. Front upper A-arms may be trimmed, aftermarket A-arms that retain stock suspension geometry are allowed.
- C. Upper and lower shock mounts may be relocated.
- D. Suspension components may be strengthened or gusseted as required.
- E. Rear lower shock mounts may be relocated but must be retained on the rear end housing or on the leaf spring U-bolt plate.
- F. Front and rear springs have to be in the stock location, use the stock pivot points and be of the original design.
- G. Aftermarket springs may be used.
- H. Rubber or poly bump/droop stops are allowed. One air bump is allowed per tire, any bore/stroke.
- I. Limit straps are allowed.
- J. Bushings may be replaced, but must remain rubber or poly.
- K. Two single-point anti wrap bars are allowed. These bars must be mounted parallel to the frame. They may only connect to the rear end housing at one point each.
- L. Sway bar parts may be removed.
- M. Rear blocks may be used.

MS-11 Shocks

- A. If using generic, non-serviceable shock absorbers, the number per wheel is open. If using rebuildable, re-valvable shock absorbers, one 2" or 2.5" shock is allowed per wheel.
- B. Shocks may not be larger than 2.5" diameter.
- C. Reservoirs are allowed.
- D. Externally adjustable shocks are not allowed.
- E. Bypass shocks are not permitted.
- F. Shock length is open.

MS-12 Steering

- A. Factory steering geometry and locations must remain stock.
- B. The tie rod sleeves may be replaced with a threaded tube of OEM length.
- C. Steering quickeners are allowed.
- D. Steering shaft that leads to the steering wheel must have at least two flexible joints in it.
- E. Aftermarket steering components may be used.

MS-13 Brakes

- A. No disc brakes unless factory installed.
- B. Brake parts must be in original working order.
- C. Master cylinder and clutch cylinder may be moved for tire clearance.
- D. Aftermarket brake and clutch lines may be used.

MS-14 Engine

- A. No internal performance modifications may be made to the engine. Standard rebuild machine work is allowed.
- B. Engine must have been available in the year and model of truck being raced.
- C. Any fuel pump and fuel pressure regulator may be used.
- D. Four cylinder engines are limited to no more than 2.5 liters.
- E. Six cylinder engines are limited to no more than 3.0 liters.
- F. All internal engine parts must be OEM or OEM replacement.
- G. All emissions equipment can be removed and/or blocked off.
- H. Aftermarket motor mounts may be used but must remain in stock location.
- I. Any oil coolers, if used, must be located forward of the firewall, and between the frame rails. No oil lines are allowed inside the cab.

MS-15 Electrical

- A. Battery may be relocated, but must not be inside the cab.
- B. All vehicles must have a master on/off switch wired to the battery in a manner that will cut off all electrical power and the engine.
- C. Master switch must be labeled, have a red circle around it, and be red or obviously marked, and be located on the rear of the vehicle within six inches of a bed corner, and must be accessible from the outside of the race vehicle. Red circle must be of at least one inch wide.
- D. A working alternator is required.
- E. A momentary switch is allowed for priming the fuel system while the engine is not running.

MS-16 Exhaust

- A. All trucks must have working muffler(s). All exhaust must pass through them.
- B. Any header may be used.

MS-17 Carburetor

- A. No supercharger, turbo, or nitrous systems are allowed.
- B. Only OEM EFI systems are allowed. No aftermarket or modified components are allowed with the exception of the fuel pump and pressure regulator.
- C. Conversion from fuel injection to carb is allowed. Adapter may be no more than 1.25" thick including any gaskets. OEM intake manifolds are still required but can be from the engine if available.
- D. Only the OEM carb or Holley 350 style 2bbl carb are allowed on carb trucks.
- E. On carb trucks, no modifications may be made to the throttle plates, base plate, or venturi. Choke plates may be permanently open, but must remain.

MS-18 Fuel/Tank

- A. Race fuel is not allowed. Pump gas (max. 90 octane) may be used.
- B. Fuel tank must remain in stock location and must retain all OEM fasteners.

MS-19 Clutch

- A. Performance clutches are allowed.

MS-20 Transmission

- A. No internal performance modification may be made to the transmission. Standard rebuild type machine work is allowed.
- B. Transmission type must have been available in the year and model of truck being raced.
- C. No automatic transmissions.

MS-21 Rear Axle/Diff

- A. A spool, LSD, locker, or welded spider gears are allowed.
- B. Ring and pinion gear ratio is open.
- C. Aftermarket wheel studs are allowed.
- D. Gusseting or strengthening of the rear end housing is allowed.
- E. The rear end must have been available in the year and make of the truck used.

MS-22 Front Axle/Diff

- A. Front differential parts may be removed.
- B. Aftermarket wheel studs are allowed.
- C. 4WD trucks that retain their 4WD systems will be classified differently from 2WD trucks.

MS-23 Safety

- A. Restraints, 5 point safety harness required. Installed to manufacturers specifications.
- B. SA approved helmet with eye protection (goggles or full windshield) meeting the year requirements as outlined in [§ 5.2](#) of the Competition Rules..
- C. Fire extinguisher, securely mounted and accessible by all occupants with restraints on.
- D. A fixed back racing type bucket seat is required.
- E. Window nets are required, and can be mounted to the door.

MS-24 Ice Racing

Rubber to Ice

- A. Helmets are required.

D.O.T studs

- A. Must comply with all super stock rules.
- B. This class is limited to street legal studs. Screws and “Super Studs” are prohibited.
- C. Number of studs is limited to five times the circumference of the tire.
- D. Siping and cutting of tires is allowed.
- E. Tip of stud may not protrude more than ¼” from tread of tire.

Contact

- A. No contact with another vehicle when initiating a turn or on the takeoff of a jump.
- B. No contact that may cause loss of control or cause a vehicle to go off track.
- C. Any malicious contact will result in a black flag.
- D. Malicious contact may also result in a suspension from the rest of the race day, loss of points, and financial compensation of damages.

- E. If 50% or more of the vehicle goes off the track or forward momentum is lost, the driver must yield to lap traffic before re-entering the race.

Appendix G: Drifting & Tandem Drifting (D&TD)

Ruleset

THE ALASKA SPORTS CAR LIONS CLUB (ASCC) RESERVES THE RIGHT TO DENY ANY CAR TO COMPETE FOR ANY REASON

In the following ruleset, 'grid' and 'track' may be used synonymously.

D&TD-1 Courses

- A. ASCC operates two distinct drift event types: "Infield" and "Open" courses, these are defined as below:
 - a. An Infield course limits speed and provides the opportunity for drivers to participate in an introductory drift-course setup. Infield courses are open to all level drivers (A, B, and C Group). An infield course will have no immovable barriers, i.e. concrete walls, jersey barriers, guardrails, within 100' of the course layout.
 - b. An Open course is for A Group Advanced drivers. An example of an Open course is the 3/8-mile oval track at Alaska Raceway Park. Open courses may be performed at higher speeds and immovable barriers will be present.
- B. All participants must show competency on an Infield course and be granted permission by the Race Steward to participate in Open course.

D&TD-2 Competing Vehicles

- A. All vehicles competing on Infield courses are subject to the provisions of [§ 7](#) of the rules.
- B. All vehicles competing on Open courses are subject to the provisions of [§ 5](#) of the rules.
- C. All participating vehicles must pass a tech inspection to ensure the vehicle adheres to the specifications of [§ 7](#), specifically [§ 7.1.15](#) General Condition, of the rules. Competitors are encouraged to review the [Technical Inspection Form](#) to ensure that their vehicle will pass any technical inspection with the club.
- D. Any participating vehicle must be propelled by the rear wheels only.

D&TD-3 Body Work

- A. All factory body panels must be present on the vehicle. If bumpers are removed, crash bars must be present. Body panels such as bumper covers, side skirts, fender flares, etc. must be attached in a way that keeps them solidly mounted to the vehicle while it is being operated on course. The vehicle's exterior shall be free of sharp exposed edges.
- B. All cars must have an installed tow hook front and rear, or other accessible tow points to safely remove the vehicle from the track if necessary.
- C. Windshield, door, quarter and rear window glass must be OE equivalent or clear polycarbonate with a minimum thickness of 0.125-inch. All window glass or polycarbonate must be properly and permanently affixed to the vehicle.
- D. Windshields are required and must not have any damage that impairs vision or crack(s) where the distance of the crack(s) is greater than or equal to 50% of the windshield in any direction. Polycarbonate windshields must be securely mounted and have a vertical brace 0.750-inch wide x 0.0625-inch aluminum which is securely mounted down the center of the opening on inside the vehicle.
- E. If rust is present on the vehicle, it must not be flaking or chunking to the point that it will come off the vehicle during operation on course.
- F. Convertible vehicles must be equipped with hard top or roll bar/rollover protection and meet guidelines stated in [§ 8.18.2](#). Removable tops in accordance with [§ 7.1.11](#). Sunroofs and moonroofs in accordance with [§ 5.8](#).
- G. Vehicles are to have window net, OE glass or equivalent, or polycarbonate in place of both front window openings whenever the vehicle is on course.

D&TD-4 Tandem Requirements

- A. Driver must be A Group Advanced, as designated by Race Steward at the event currently being attended.
- B. Vehicles without cages are only allowed to tandem on courses designed by the Race Steward as Infield courses, a conforming roll cage is required to participate in tandem runs on any Open course. Any roll cage must adhere to the provisions of [§ 5.5](#) "Roll Cages".
- C. A conforming roll cage is required to participate in any tandem run with more than two vehicles on course.
- D. Vehicles participating in tandem runs may be inspected more thoroughly by the Race Steward before the tandem run is performed. Vehicles shall adhere to the specification set forth in [§ D&TD-2](#) Competing Vehicles.

- E. If a driver spins out or otherwise loses control in a tandem, the vehicles involved are required to stop and exit the course immediately.

D&TD-5 Engine, Transmission, Fuel, Chassis, Steering, Mechanical & Tires

A. Engine and Transmission Modifications

- a. Engine, transmission, ECU and/or final drive modifications are free, but only the rear wheels may propel the vehicle.
- b. If a turbo is mounted on the driver's side of the vehicle, a heat shield may be required by the Race Steward if the brake master and reservoir are within range.

B. Fluids

- a. All fluid systems must be free of leaks and set at proper levels.
- b. Catch tanks for the transmission and differential are strongly recommended.
- c. If vehicle leaks, driver will not be permitted on grid until the leak is remedied and spill response is completed. It is the responsibility of the driver to provide spill response materials.
- d. Fuel guidelines are as follows
 - i. All fuel lines should be rated as “fuel injection hose” and fuel hose clamps must be used.
 - ii. Fuel cells, if present, are required to have a firewall between the fuel cell and drivers compartment. If located within the vehicle while operating on an Open course, it must be in accordance with [§ 5.6](#).

C. Exhaust

- a. Exhaust modifications are free except
 - i. Venue dependent, vehicle must have a minimum of one muffler.
 - ii. Turbo wastegate pipes may exit anywhere outside of the bodywork.
 - iii. Max noise level of 92db at 75 feet will be enforced by Race Steward.

D. Brake System

- a. The primary braking system must operate all four wheels.
- b. Secondary brake systems are allowed and must be properly functioning.
- c. Brake pads must be at 5 mm or greater at time of tech inspection.

E. Steering modifications are free.

F. Wheels, Tires and Suspension

- a. Wheel bearings, steering, and suspension must be tight and exhibit no play. Any play in alignment components or wheel bearings will be an automatic failure until repaired and re-inspected.
- b. No broken or missing lug studs or nuts.
- c. No damaged wheels that pose a safety hazard, deemed by Race Steward.
- d. All wheel adapters are to have proper hardware and installation.
- e. Tires must have adequate tread depth, no damage to sidewalls, no damage to valve stems, and generally be in roadworthy order. Tires that fail inspection may be marked by Race Steward. Other tire requirements are listed below:
 - i. Must exhibit no cords, chunking, shredding, cracking, or dry rot.
 - ii. Must be studless.
 - iii. Must be less than five years old, exceptions may apply per Race Steward.
- f. Driver is responsible for the condition of their tires throughout the event. Cording, delamination, or bubbles are not allowed prior to the start of a lap.
- g. If complete tire failure occurs on track due to intentional negligence, driver may be demoted in classification or suspended from the rest of the event.

G. Interior

- a. The interior of the vehicle must be clean and free of sharp edges.
- b. All non-essential and/or loose items must be removed.
- c. Speakers, amplifiers, etc. must be securely mounted or removed.

H. Additional Rules

- a. Vehicle hoods must be able to be latched closed and open properly.
- b. In inclement weather, vehicle windshield wipers must be present and functioning.
- c. Vehicle may receive a failure if wires are run near hot components, are dangling, exposed, etc.
- d. Batteries are to be tied down with an OEM or metal bracket, no bungee cords, ratchet straps, etc. will be permitted.
- e. If significant repairs are made to a vehicle during the course of event, the vehicle will need to be re-inspected/evaluated by Race Steward or Tech Inspector.
- f. Aftermarket steering wheels are hubs shall be mounted properly and securely. If steering setup quality is questionable, it may be deemed

unusable per Race Steward and/or Tech Inspector until safety data sheets are provided by driver.

- g. Trucks or SUVs are required to have a width measurement that exceeds their height measurement. Vehicle must be RWD, and may be required to be equipped with modifications to prevent body roll and excessive travel if deemed necessary by Race Steward or Tech Inspector.

D&TD-6 Occupant Safety Equipment

- A. Helmets must be worn during all track sessions, by all vehicle occupants, and must meet the specifications set forth in [§ 5.2](#) “Helmets” of the rules.
- B. Drivers participating on Infield courses shall wear attire that corresponds with [§ 8.18.5](#) “Driver’s Attire” of the rules.
- C. Drivers participating on Open courses shall adhere to [§ 5.1](#) “Drivers Suits and Equipment” of the rules.
- D. All vehicles participating in either Infield or Open categories shall possess fire extinguishers in accordance with [§ 5.4](#) “Fire Extinguishers” of the rules.
- E. Windows must be raised during vehicle operation on the grid unless the vehicle is equipped with window net. Drivers operating in tandem maneuvers must have a full face helmet or be wearing safety glasses.
- F. If equipped with an aftermarket harness, all harness sections must be mounted to a harness bar or roll cage cross member, vehicle frame, or reinforced mounting point. Harnesses are to be in accordance with [§ 5.3](#) of the rules.
- G. If equipped with a standalone harness bar, the harness bar crossmember should not exceed a 6” distance from seat back. Crossmember cannot exceed shoulder height, and should be mounted 0 degrees to 10 degrees below.
- H. Participants using a fixed back or aftermarket seat must route lap and shoulder belts through the provided belt slots, regardless of restraint type.

Drift Event Judging

Single Car Drift Event Judging

- A. There will be three judges for each round. Each round will have a set of components that each driver must complete, with a score out of ten for each component. Judging criteria for each component will be based on line, angle, style, and initiation.
- B. Each entrant will be given the opportunity to do a practice run. This run is not judged and is not required.
- C. If a vehicle requires repairs during the competition, this must be done before the next round. If the vehicle is not repaired and re-inspected before the next round begins, the vehicle will be disqualified.
- D. Judging protests must be made within 20 minutes of competition scores being posted. These protests must be made to the Race Steward, and it is the Race Steward's decision to uphold or deny action. If protest is upheld, judges will take five minutes to review, and may deem a rerun if necessary.

Judging Criteria

- A. Initiation: The vehicle must be fully sideways before entering the zone, or as the vehicle passes the single standing cone if a '3, 2, 1' market cone sequence is used for notation. Initiation refers to the entry into the component.
- B. Line: Ability to reach touch & go areas and fill outside zones with the rear of the vehicle, and the ability to achieve inside clipping points with the front of the vehicle. Line refers to the path of travel by the vehicle. Line makes up 30 points of drivers' total score.
- C. Angle: Completing the course while maintaining a high degree of angle that allows a maintained pace in areas that are not considered deceleration zones. Angle refers to the angle of the vehicle during a turn, and the length of time the vehicle maintains a drift. Angle makes up 30 points of the drivers' total score.
- D. Style: Style score is based on fluidity and commitment throughout the course components. Fluidity refers to how smoothly the driver achieves angle, how quickly it was achieved, and if the correct amount of angle was achieved and held. Commitment refers to forward momentum of the vehicle throughout the course. Vehicle is also scored for initial speed and technique. Fluidity and commitment make up 20 points of each drivers' score, total for style is 40 points.

Driver Deductions

A. Driver deductions are the loss of points due to driver error. Deductions and disqualifications are as follows:

- a. 0 score for round
 - i. Full or half spin or full loss of inertia
 - ii. Three or more tires leaving the pavement
 - iii. Tire failure
 - iv. Continuing on track after course has been completed
 - v. Off course
- b. Deductions of 1-10 points per sector
 - i. Two tires leaving the pavement (dirt dropping)
 - ii. Understeer
 - iii. Loss of body panels under normal drifting conditions
 - iv. Straightening
 - v. Incorrect amount of angle
 - vi. Missing components
 - vii. Off line
 - viii. Late initiation
 - ix. Inconsistent approach to initiation
 - x. Braking in non deceleration zones (these are areas where momentum should be maintained)
 - xi. Running over cones

Example of course and scoring system from Formula Drift judging regulations handbook found in Fig. 1 below.

Fig. 1



Qualifying Format

- A. Qualifying will take place over two non-consecutive runs (one practice, one scored). Drivers must be ready to drive during their allotted time, or they will be disqualified from the round. Race Steward discretion may allow for extenuating circumstances.
- B. Top five scores from round one will move on to round two.
- C. Top three scores from round two will move on to the round three, the championship round.
- D. The scores from round three will determine championship placements (first, second, third)
- E. Over the course of the season points can be accumulated under points system listed in [§ 10.2](#) of the rules.

Judging Components

- A. Touch & Go: Notated on the inside or outside of a designated curve, vehicle is to 'tap' component area then move immediately into the next transition.
- B. Clipping Zone (Outside Zone): Rectangular box notated on the ground that vehicle is to slide through the middle of. Grazing or clipping solid components notating outside edge of the clipping zone is acceptable as long as the vehicle stays within the zone.
- C. Clipping Point (Inside Clip): Vehicle is to get as close to or graze a single stationary point with the front end or 'nose' of the vehicle.

Tandem Drift Competition Rules

- A. A Group Advanced drivers will be placed in a standard bracket style competition based on qualifying position. Each driver pair will complete two runs, once as lead and once as chase, per round.
 - a. The lead for each run is to perform as they did during their qualifying runs, the chase is to mimic the lead driver's line, angle, pace and transitions throughout the course, while staying in close proximity.
 - b. The chase driver is to follow the location, timing, and rate of rotation during transition of the lead driver.
 - c. The chase driver is to match or better the angle of the lead driver.
 - d. After both runs are complete, judges will determine the winner.
- B. If a driver spins out or has complete loss of inertia during tandem battle, the opposing driver will be deemed winner of the round.
- C. A collision is defined as contact between two vehicles where one of the vehicles suffers a loss of control. If a collision occurs during a tandem battle,

the driver found to not be at fault will be deemed the winner of the round and move on to the next bracket. Judges will ascertain driver fault. The vehicle not deemed at fault, if damaged during collision, will have ten minutes to repair the vehicle or until the next round begins, whichever is sooner. Guidelines for at fault are as follows:

- a. Lead - If the lead vehicle goes off line, loses drift, or has an unjustifiable change of momentum which causes the chase vehicle to have a collision, they may be deemed at fault.
- b. Chase - If the lead driver is following all lead driver guidelines as set by rules and qualifying rounds, the chase driver may be deemed at fault.
- D. Competing vehicles cannot be repaired, serviced, or adjusted, between tandem battle runs (swapping as lead and chase car). Tires and required to be in good enough condition to run two consecutive runs.

Judging Criteria

- A. Deductions for lead driver:
 - a. Run was not chaseable
 - b. Poor transitions
 - c. Less angle than ideal qualifying run
 - d. Tighter lines than ideal qualifying run
 - e. Compromising line, angle, or style, to evade chase driver
- B. Deductions for chase driver
 - a. Early or late initiation
 - b. Not maintaining close proximity to lead driver
 - c. Worse angle than lead driver
 - d. Incorrect transitions and lines based on lead driver
 - e. Diving to the inside to cheat the lead drivers line

Classification Sheet

Driver: _____ Vehicle: _____

Date: _____ Steward: _____ Final Classification : A B C

	Pass	Fail
Can complete an infield course without loss of control a majority of the time		
Understands what to do when loss of control occurs		
Can link an infield course and control slides		
Familiar with drift event rules, track etiquette, safety, and flag meanings		
Shows advanced vehicle control and has the heightened awareness required to tandem		

Driver: _____ Vehicle: _____

Date: _____ Steward: _____ Final Classification : A B C

	Pass	Fail
Can complete an infield course without loss of control a majority of the time		
Understands what to do when loss of control occurs		
Can link an infield course and control slides		
Familiar with drift event rules, track etiquette, safety, and flag meanings		
Shows advanced vehicle control and has the heightened awareness required to tandem		