



AMERICAN RACING DRIVERS CLUB, INC PREAMBLE TO RULES

**** Items In Red Are Changes For 2010**

The Board of Governors of the American Racing Drivers Club, Inc. is hereby granted without limitation whatsoever the right to FINE, EXPEL, SUSPEND, or otherwise discipline any of the members of the American Racing Drivers Club, Inc., for not observing, adhering to and complying with the Rules and Regulations promulgated by the Board of Governors of the American Racing Drivers Club, Inc.'s Membership Rules, Equipment and Safety Specifications, Competition Rules, By-Laws and Constitution of the Organization. Fines may be levied at the discretion of the Board of Governors against any member, but such fines shall not exceed \$500.00 per member. Suspension from racing activities as differentiated from suspension in membership shall rest in the sole discretion of the Board of Governors.

In the event there is no penalty provided in a rule, a penalty can be levied at the discretion of the Board of Governors.

Any rule made by the Board of Governors contrary to the printed rules in this book shall become null and void if brought to the attention of the Board of Governors.

Rule changes are only possible by the majority vote of a quorum of the Board of Governors. All major controversial decision is to be conducted by secret ballot. In any area where the term Board of Governors is used, it could be an individual or committee appointed by the Board of Governors.

A member of the Board of Governors may not vote if he or she is directly involved in a particular situation or dispute.

Any rule not in this book will be considered non-existent until the Board of Governors has voted on this matter. It will be the responsibility of the Secretary to keep a master copy of the rulebook available at all times and to notify all officials of any changes.

Throughout this rulebook, the Board of Governors will be signified by B.O.G. The Rules and/or Regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and, by participating in these events, all members are deemed to have complied with these rules. No express or implied warranty of safety shall result from publications of, or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, or others.

Absent bad faith on the part of any ARDC official, all members agree that any interpretation or application of the ARDC rulebook by an ARDC official is non-litigable, and further agree that they will not initiate or maintain any legal action against ARDC or its officials or agents, to reverse or modify such interpretation or application or to recover monetary damages or any

other equitable relief. Any member who initiates such action in violation of this section shall be responsible for all costs, including reasonable attorney's fees, incurred by ARDC in defense of that action. Notwithstanding the foregoing, in the event any member brings such action against ARDC or its officials, all members hereby waive any right to a trial by jury in such action and accept that the matter will be tried before a judge of competent jurisdiction.

Track regulations and state laws will supersede this book.

AMERICAN RACING DRIVERS CLUB, INC. MEMBERSHIP RULES

MR-1 MEMBER IN GOOD STANDING

A member in good standing is a paid-up owner, driver, (a person must be sixteen (16) years of age prior to applying for a drivers registration and status), crew member, lifetime member or working official who has not been under suspension during the past calendar year.

MR-2 ELIGIBILITY TO VOTE

All members have the right to vote on items other than ESS and CR rules, (i.e. elections of officers, budgetary items and alike) provided they are in good standing at the time of voting. Only registered car owners, in good standing may vote on items pertaining to the ESS and CR portion of the Rule Book.

Note: A vote is defined as one (1) vote for each owner, provided the car has competed in at least 25% of the races during present calendar season.

(See MR-6-B-2)

MR-3 ELIGIBILITY TO HOLD OFFICE

A. Any registered member in good standing can hold office and will be voted into office pursuant to MR-2 above provided.

B. Elected officials and working officials must obtain a paid membership before holding any position with ARDC.

MR-4 WORKING AGREEMENT

A Working Agreement is a written document between named organization/s and ARDC which provides terms under which 1) co-sanctioned races may be conducted and 2) the terms under which club members may race in the other sanctioning groups events without joining the events sanctioning body, a.k.a. Temporary Permit or TP

The Working Agreement may also specify terms under which a competitor can not receive a Temporary Permit to a sanctioning body's event due to suspension, and may also specify terms under which members of either club may not be permitted to compete in co-sanctioned events, if under suspension by one or the other organization.

Working Agreements are to be in writing and are at the discretion of the Board of Governors of ARDC.

MR-5 MEMBERSHIP COMMITMENT TO A.R.D.C.

A courtesy call to the **drivers or owners representative** would be appreciated when support for a particular event should not be expected from your team. No other restrictions apply.

MR-6 MEMBERSHIP FEES

A. Membership fees will be determined by the B.O.G. before each season, and will be printed on the membership application.

B. Mandatory Membership/Working Agreements. Effective January 1, 1988, all drivers, owners, or combination owner/drivers must be a paid up member in good standing in order to run an A.R.D.C. event.

1. An owner or driver competing under a Working Agreement Temporary Permit arrangement will not receive any championship or handicapping points.

2. If an owner or driver is competing under the Working Agreement Temporary Permit, and later joins A.R.D.C., those races, which were run under said agreement, will not be used for calculation of voting rights, or toward championship points.

C. By State and Federal law, all registered car owners will receive a Form 1099 for tax purposes at the end of the Calendar year.

MR-7 NUMBERING POLICY

A. Car numbers are to consist of double digits starting at 00-09, and numbers 0 thru 99 as registered on the previous years registration entitles the owner of the number assigned to the B.O.G. to campaign this number as long as the car owner remains active. No triple digit numbers will be allowed. Both numbers must be the same size.

If a car owner is inactive (does not run at least one race) for one year, at the end of that year he/she relinquishes the right to hold his/her number, at which time the number reverts back to the B.O.G. for reissuing.

B. In case of duplication of numbers, the car that is entitled to use that number shall be the car that has been assigned that number by the B.O.G. The car that is not entitled to the number must alter the number.

C. All numbers must be at least ten (10) inches high and two (2) inches of block or equal lettering. All numbers must be legible to scorers and numbers must be 6" on the nose of the car.

MR-8 PHYSICAL REQUIREMENTS

Local Rules

MR-9 POINT TRANSFER

An Owner may transfer both championship, handicapping points and car number from one car to another when the first car is being replaced either by sale, serious damage, or retirement of that car. The owner can switch cars with the same number without losing anything, as often as desired.

MR-10 SUSPENSION AND FINES

Any ARDC member or official that may be in violation of rules, may be subject to suspension, and a fine, or both at the discretion of the B.O.G. (Reference Item CR-8, for specific example, but MR-10 is not limited to CR-8)

AMERICAN RACING DRIVERS CLUB, INC EQUIPMENT AND SAFETY SPECIFICATIONS

The construction of any part of a vehicle is subject to the approval of the B.O.G. and in New Jersey, the Department of Law and Public Safety.

All major Engine or Chassis proposal changes must be investigated by an unbiased committee who will report to the Board on its findings and if necessary a polling by mail of the issue be conducted of all active car Owners before a decision is made. (Active Car Owners – Only those car owners currently registered with A.R.D.C. and eligible to vote at the last General Election). A minimum of one calendar year notice is necessary on any major specification reduction. All new engines (those in the opinion of the B.O.G. not conforming to the Published Rules) coming into the club must be approved by the B.O.G. before competing with A.R.D.C.

ESS-1 AXLES AND HUBS

- A. Front axles must be steel
- B. There shall be no mechanically adjustable camber devices
- C. No splined front hubs will be permitted.

ESS-2 BELLY PANS

- A. Any car, or all cars, may at the discretion of the B.O.G. be made to carry a diaper pan or canvas-type diaper.
 - B. All cars must have an underpan(s) below the cockpit at all times, and below the engine on asphalt only. At no time shall the pans extend beyond the mainframe rails of the car, except for “wrap around belly pans”
- Recommendation**
It is strongly recommended that all cars use an oil absorbing retaining pad beneath the engine with racing on paved surfaces.

ESS-3 BRAKE SYSTEM

- A. All cars must have a braking unit for each of four wheels (the right front is optional and the entire system may be removed from this wheel on dirt.) Inboard brakes are legal.
- B. Carbon or carbon composite brake discs are not allowed. The use of carbon fiber or other composite material in the braking system is not allowed.

ESS-4 BUMPERS

- A. All cars must be equipped with both a front and rear bumper securely fastened to the structural components of the car. The rear bumper must be designed to give maximum protection to the fuel tank and designed without any studs pointing downward. A basket type is recommended. (All bumpers and their mounting are subject to approval of the B.O.G.).
- B. Bumper material shall have a minimum O.D. size of 7/8 inch, and a maximum O.D. size of 1 inch and must be constructed of round steel tubing. There shall be no bumpers allowed with a wall thickness of less than 0.060 inch, nor a wall thickness of greater than 0.095.

C. Bumpers and nerf bars MAY NOT be secured by pop rivets or hitch pins.

ESS-5 CAGES

A. All cars must be equipped with a full roll cage constructed of seamless steel tubing (chrome moly or higher grade) with:

1. A minimum wall thickness of 0.095 inch. For clarification purposes, the roll cage includes the “upright” components attaching to the top of the “cage” extending from the lower frame rail, the cage tubing, and bracing of same wall thickness material. The front and rear tubing connecting cage sides shall be a minimum of 0.095 inch wall tubing. It is highly recommended for all cars registered and competing in ARDC after January 1, 1998; roll cage construction shall be of seamless steel tubing (chrome moly or higher grade) with a minimum outside diameter (OD) of 1-3/8 inches, with a minimum wall thickness of 0.095 inches. In no case shall the minimum OD be less than 1-1/4 inches.

B. The top of the cage must extend three inches above the driver’s helmet, to be measured directly above driver’s head while being in the car with helmet on.

C. The roll cages must be gusseted in all corners. (It is recommended that the gussets be made from SAE 4130 Chrome Moly seamless tubing.)

D. All roll cages must be welded to the frame.

E. The cage mounts must be braced at all main mounting points adequately. This bracing must meet the approval of the B.O.G.

F. All roll cages shall be equipped with a “v” or “x” type gusset on a two-inch space between all junctions.

G. For driver’s headrest, see “Drivers Safety.”

ESS-6 COOLING SYSTEM

A. All liquid cooled engines must use only water in the cooling system. Rust inhibitors or water pump lubricants are permissible. No antifreeze of any type, fuel, oil or similar coolants may be used. (Asphalt events only)

B. There shall be, on all liquid cooled cars, at least one catch tank or bag of suitable capacity, attached to the overflow pipe. (Asphalt events only)

C. With the exception of suspension components, induction and/or exhaust systems and nerf bars, no accessory or component of the car may extend outside the mainframe tubes, except for the oil tank.

D. Radiator placement: The radiator for the engine’s cooling system will be placed inside of the 90 degree (ninety degree) vertical plane of the outermost chord of the lower left and right frame rails.

E. Cylindrical oil tanks mounted outside the frame behind the engine must be mounted as close to the frame as practical.

ESS-7 DRIVER SAFETY – COCKPIT AREA

A. Seat belts and the military type over-the-shoulder straps are mandatory at all times when competing in any A.R.D.C. event (race, warm-up, or demonstration)

B. Belt Specifications:

Lap Belts:

1. Minimum width of three inches
2. Metal-to-Metal quick release buckle.

Shoulder Harness:

1. Two individual straps, designed to join with the quick release mechanism in the lap belts. Double mountings are required.
2. Minimum width of three inches
3. Two belts, joining in a “Y” and forming one strap behind the neck of the driver may not be used.
4. Straps should pass over a bar approximately 2 to 3 inches below the driver’s shoulders. This bar should keep straps from spreading no more than 4 to 6 inches apart. Straps should be attached directly to a strong structural member of the frame.
5. Where the straps pass through the seat or body structure of the car, the edges must be rolled and/or grommeted to prevent cutting or chafing of the straps. No cut or chafed straps will be allowed. Decision by B.O.G.

Crotch Belts:

Mandatory, mounted to a strong member of the frame and must lock into the quick-release mechanism with the lap belts and shoulder harnesses.

NOTE: All belts must bear the date of manufacture and can be no more than two (2) years old and cannot expire during the ARDC season of that current inspection. Belts are subject to inspection by the B.O.G.

D. Belts and shoulder harnesses should be worn as tightly as possible.

E. Arm restraints are mandatory. The arm restraints must also hook into the common quick-release mechanism.

F. All drivers must wear a one-piece fire resistant suit while driving in any race, practice, or demonstration.

1. Nomex-type material
2. Worn snugly at the neck, wrists, and ankles.
3. In good condition, properly fitted, clean, no holes and/or repairs.
4. Nomex underwear, socks, masks, gloves, and/or helmet skirts and shoes are also mandatory.

G. All cars shall be equipped with a high back seat constructed of aluminum. Full containment seat is recommended.

H. The B.O.G. recommends that all drivers participating in races, warm-ups, and demonstrations wear a full-faced helmet in good condition with a special application rating for open cockpit racing. B.O.G. recommends all helmets meet the latest SNELL foundation specifications.

ESS-8 DRIVE TRAIN

- A. All revolving parts inside the cockpit must be shielded by a suitable guard
- B. All cars must have a declutching device in proper working order.
- C. No four-wheel-drive cars shall be allowed.
- D. Driveline must be between the driver's legs.
- E. The driveline must be parallel to the chassis centerline, at a 90-degree angle to the engine motor plate and have only one (1) U-Joint in its construction.
- F. No gearboxes, transfer cases, or interruptions of the line between the coupler and U-Joint at the back of the crank flange (i.e. dropped drive lines) will be allowed.
- G. No carbon fiber driveline components are permitted.
- H. No radius rods may be mounted inside the mainframe rails.

ESS-9 ENGINES

- A. Only engines of the type termed "internal combustion" may be used. In considering the displacement allowed by the rules, a maximum of one (1%) percent clean up may be used to determine the maximum displacement that might be considered inside the limits of the rule of the specific engine being measured. Example: considering an all steel push rod engine the rule states 185 cubic inches shall be the maximum displacement ... a plus one (1%) percent allows for a measured displacement of 187 cubic inches.
- B. Straight fuel injection shall not be classified as supercharged unless it is combined with another type of carburetion.
- C. No Jet or Rocket engines shall be used.
- D. Double Overhead Camshaft engines will be limited to a maximum displacement of 126 cubic inches. Offenhauser engines will be limited to a maximum displacement of 130 cubic inches.
- E. Most "push rod" engines shall be limited to a maximum displacement of 185 cubic inches, except engines with:
 - 1. "cross flow" heads, which are limited to 175 cubic inches'
 - or-
 - 2. alloy block and alloy head combinations which are limited to displacement of 166 cubic inches.
- F. Single Overhead Camshaft engines will be limited to a maximum displacement of 155 cubic inches.
- G. Two cycle engines will not be permitted.

H. Volkswagen-type and Porsche-type engines will be limited to a maximum displacement of 166 cubic inches.

I. "Super-Charging" shall be defined as any method or means of increasing the pressure in the intake manifold above atmospheric pressure. (All RAM type air tubes facing forward will not be permitted). Forward facing air scoops are allowed provided there is no ducting from the scoop to the air intake of the engine. NOTE: This means no type of ducting in the engine compartment. (See ESS-13, B)

J. Turbo-Charged engines will not be permitted.

K. All engines are limited to a maximum of two (2) valves per cylinder except double overhead cam.

L. No electronic fuel injectors, nor any mechanically timed fuel injection, will be allowed in currently approved legal ARDC engines.

M. No titanium crankshafts will be allowed

N. Any V-6, 90 degree, cast iron block, push rod type engine produced for automotive and/or light truck use. Cylinder block and heads must match as per manufacturer's specifications. Block numbers and head numbers must be on both as so a manufacturer match can be verified. Steel valves only, 200 cubic inch limit with no clean up. The B.O.G. has reserved the right to restrict any 200 cubic inch V-6 engine and/or car with a V-6 engine at any time, in any way to insure the competitive balance of the club is maintained.

O. The above-specified engines are permitted to compete without prior written permission from the Board of Governors (B.O.G.). In cases where the B.O.G. has given written permission for a special application engine to compete the duration of the application will not exceed two (2) years, and it is understood that the B.O.G. reserves the right to restrict the subject engine at any time, in any way to insure the competitive balance of the club is maintained.

P. The RACE-TEK Quad4 Spec Engine

1. The only permitted engine of this category is the Oldsmobile Quad4 High Output, production years 1989 through 1994.

2. All engine specifications accepted are those only specifically described in the official engine manual supplied by the RACE-TEK company, revised edition 11/15/2000.

3. All other rules covered in ESS-9 regarding fuel type, fuel injection type, cylinder head configuration and cubic inch displacement will be waived when said engine meets full compliance with the RACE TEK Quad4 specifications – revision 11/15/2000.

4. Description:

ENGINE: 2.3 liter (138 CID) 16 Valve DOHC 4 Cylinder, cast iron block, aluminum cylinder head

COMPRESSION: 10:1

WEIGHT: 280 lbs (approximate)

HORSEPOWER: 215 SAE Net

FUEL INJECTORS: Electronic

FUEL: Ethanol

OIL SYSTEM: Wet Sump

COMPUTER: RACE TEK sealed ECM (Electronic Control Module)

IGNITION: Oldsmobile OEM IDI (Integrated Direct Ignition)

RACE TEK
228 South East 59
Oklahoma City, Oklahoma 73129
(405) 634-0623

- Q. Iron Blocks in combination with an iron head may now have a displacement of 200 cubic inches.
- R. Iron Blocks utilizing an alloy cylinder head may now have a displacement of 185 cubic inches. Chevrolet heads may only have a valve angle of 23 degrees. Ford heads may only use a 20-degree valve angle.
- S. Iron Block SOHC engines may now have a displacement of 165 cubic inches.
- T. The motor rules will be frozen for three years. 2012 will be the first year that a proposal can be suggested to the Board of Governors (B.O.G).

ESS-10 EXHAUST SYSTEM

- A. The exhaust system must exit behind the rear of the motor plate, and must deflect away from the driver's compartment.
- B. Mufflers are mandatory and must be mounted after the collector. Further, it is the responsibility of the owner to verify, visually or mechanically, the baffling unit of the muffler, upon request. Evidence of a muffler not from the ARDC approved muffler list may result in suspension from competition. A grace period of one (1) race will be extended to those participants racing only under a temporary permit.
- C. See ARDC approved muffler list for additional information.

ESS-11 FUEL AND FUEL SYSTEM

- A. Fuel is to be straight methanol with a specific gravity of .7902 + or - .02 at 70 degrees Fahrenheit. NO additives of any type are permitted. Any fuel found to be outside said specifications is deemed illegal and subject to disqualification. (This rule applies to all engines EXCEPT the RACE TEK Quad4 spec engine. (See rule P, under ESS-9)
- B. All fuel must be contained in a single, conventional uncut Midget tail and tank assembly located behind the driver and on the centerline of the car. No part of the fuel tank may extend below the bottom of the frame rails. The fuel tank must have a minimum capacity of eighteen (18) gallons.
- C. All cars shall be equipped with two fuel shut-off valves, one easily accessible to driver, labeled in red. It is recommended that this shut-off valve be located on the dashboard. The second shut-off valve will be located in the main fuel line between fuel tank and rear motor plate. It should be conspicuously labeled.
- D. Fuel tank top and bottom plates must be mounted between the bladder and the tank shell.
- E. All fuel tanks must have a bladder, which must conform to the shape of the tank.

F. No fuel tanks will be allowed under the drivers seat.

G. All fuel systems must be vented with a one-way check valve or some positive venting system approved by the B.O.G.

H. Fuel cell must be conventional type and mounted in center of the vehicle.

ESS-12 KILL SWITCH

All cars must have a cut-off switch in A) an accessible place on the dash, or B) on the steering wheel spoke, either or both marked in red.

ESS-13 NERF BARS

A. All cars must be equipped with auxiliary bumpers, sometimes known as nerfing bars. Nerfing bars must be constructed of round steel with a minimum O.D. of 7/8 inches, a minimum wall thickness of 0.060 inches and a maximum wall thickness of 0.095 inches. Nerfing bars (and all bumpers) may not be hitch pinned or riveted to the chassis. They must be attached by bolts – a minimum size of 10-32s.

B. It is recommended that these bars be within two inches of the outside edge of the tire, but must not extend beyond the outside edge of the tire.

ESS-14 STEERING AND MAGNAFLUXING

A. All highly stressed steering parts must be made from SAE 4130 (chrome moly) steel or an alloy specified by the manufacturer as equivalent in physical properties. Quick release steering hubs are mandatory. Removable pins in the steering hub are not allowed in ARDC.

B. The steering gears and all linkage must be in good workmanship and must pass inspection of the B.O.G.

C. The following items are recommended to be manafluxed annually:

- a. Pitman arm
- b. Cross steering shaft
- c. Main steering shaft
- d. Worm steering gear
- e. Sector steering gear
- f. Front hubs
- g. Spindles
- h. Spindle & steering arms
- i. Front axles
- j. King pins
- k. Drag link
- l. Tie rod
- m. Rear axle
- n. Torsion arms and bars
- o. Heim joints

D. Rack & Pinion steering is allowed provided it is equipped with a “slip yoke”.

E. Magnafluxing after any serious accident shall be at the discretion of the B.O.G.

ESS-15 THROTTLE TOE STRAP

- A. All cars must be equipped with a throttle toe strap, not necessarily a stirrup.
- B. A minimum of three (3) return springs in different locations, provided that a minimum of two (2) of the aforementioned springs are connected directly to the butterfly shaft at different directions.

ESS-16 WHEELS AND TIRES

- A. Only wheels with a diameter of 13" are legal. A 10" wide wheel is allowed on the right rear only. Only wheels 8" or less for the other three (3) corners of the car. No splined wheels are permitted on the front of the racecar.
- B. The maximum tire width on an eight (8) inch wide wheel will be twelve and one-half inches (12 ½") sidewall-to-sidewall. The maximum tire size on a ten (10) inch wide wheel will be fourteen and one-half inches (14 ½") sidewall-to-sidewall. The maximum sizes to these wheels and tires must pass a test of a gauge approved by the B.O.G.
- C. Tires may not be altered in any way, with the exception of normal grooving or siping, approved by the B.O.G. All tires must be either a racing tire or a tire approved by the B.O.G. No tires with a cross section of less than 4" may be used on the rear of the car. No tires with any form of studs may be used. No dual wheels may be used. No tandem wheel system may be used.

ESS-17 CAR CONSTRUCTION

- A. All cars must be of the open wheel, open cockpit type. The bodywork must give the appearance of completely covering the frame. The engine must be covered with a cowling secured in place, but need not enclose the sides of the engine compartment. The cars body, driver's seat and fuel tank assembly must be mounted on the chassis centerline. All cars must have an underpan below the cockpit area.
- B. All body panels must be readily removable. Right side cockpit panels may be a maximum thirty-three and one-half inches (33 ½") high as measured from the top of bottom frame tube. Left side cockpit panels may be a maximum of twenty and one-half inches (20 ½") high as measured from the top of the bottom frame tube. Any hood or cowl panels higher than thirty-three and one-half inches (33 ½") on the right side and twenty and one-half inches (20 ½") on the left side as measured from the top of the bottom frame tube may not extend rearward past a point 24 inches forward of the rear vertical (or most forward) roll cage tube. No air ducting of any kind under the hood. Upper side panels may be a maximum of five (5") inches in the rear measured from the top of the roll cage tapered down to three (3') inches in the front. Sun visors are limited to five (5") inches in length from top to bottom including any tabs, extensions, etc and may not be wider than the width of the cage. Sun visors cannot extend above the cage. No tape can be added. The top surface of the nose may not be dished or concave more than one (1") inch. This dimension will be measured from a straight edge lying on the longitudinal axis of the car. This one (1") inch dimension includes any flairs or wickerbills. All body panel rules listed above will be strictly enforced (See ESS-9, I.)
- C. Cars utilizing in-line engines are limited to a maximum forty-five (45) degrees engine layover (angle from vertical) as measured through the crankshaft and/or cylinder bore

centerlines. V type engines are limited to forty-five (45) degrees inclination (from vertical) for the left side cylinder bank.

D. Offset (from center) of the rear axle and wheel assembly is limited to a maximum of three (3) inches, six (6) inches overall, as measured from the inside of the wheel rim flange (bead seat) to the rear axle center section assembly centerline (for asphalt events only).

E. Independent suspension is not permitted. The cars axle connecting the wheels must be of one-piece tubular construction without the capability of camber adjustment to the wheel assembly. Any other construction will be considered as independent suspension.

F. Chassis must be constructed of steel. No other material may be substituted.

ESS-18 WHEEL BASE, TREAD, AND SUSPENSION

A. The wheelbase shall not be less than sixty-six (66) inches or more than seventy-six (76) inches.

B. Only manually controlled cockpit adjustments are allowed. No powered hydraulic, computer controlled, or electronic traction systems.

C. The tread width will be sixty-five (65) inches maximum, as measured from outside the rear tire and/or the front tire assemblies respectively.

D. The front axle width is limited to thirty-five and one-half (35 ½) inches as measured from crankshaft driveline centerline, where it crosses the front axle, to the outside of the right front wheel assembly.

ESS-19 WEIGHT RULE

The minimum weight allowed for cars competing in ARDC events shall be 900 pounds except for those cars with Volkswagen engines. The minimum weight allowed for Volkswagen engined cars shall be 850 for non-winged events. This minimum weight shall be according to the scales provided for the event as measured after the feature event. The particular scale provided for the event (may be the track's scale, may be a member's scale, etc) must be available prior to the event's heat races. The number of cars to be weighed will be announced prior to the feature and is at the discretion of the B.O.G.

SUPPLEMENTARY WEIGHT

All "bolt on" weight must be confined to the cockpit area. Aft of the motor plate, forward of the rear axle and within the confines of the left and right frame rails.

ESS-20 INSPECTION STICKERS & COMPETITION INSPECTION

The inspection sticker received at the year's start or the first event competed in, is a safety sticker only. The sticker does not make the car competition legal. Competition legal status is granted by the tech inspector for ARDC. Inspections will be conducted at random times during the season. Anyone found not competition or safety legal shall not compete in any event until re-inspected by the tech inspector, and certified competition legal.

ESS-21 TRANSPONDERS

- A. All cars must be equipped with a transponder.
- B. The AMB TranxX260 is the recommended transponder. If a transponder is not registering properly with the scoring system, the driver will have to rent a transponder from ARDC.
- C. Transponders must be mounted on the rear left down tube between the rear bumper mounts. Tech approved.

**AMERICAN RACING DRIVERS CLUB, INC.
COMPETITION RULES**

CR-1 CAR AND DRIVER CHANGES

- A. Any qualified car may be driven by an eligible driver but must conform to the practices outlined in this rule.
- B. A driver may get out of one car to drive another, although the first car may not be disabled, but after driving the second car, he may not get back into the first car whether the second car is qualified or not.
- C. In the event that a car is disabled in a heat race, although it may have qualified, the only car that may be substituted shall be the next car in line qualifying in that heat, if competing at the completion of the race.
- D. The driver qualifies for position at the finish of a qualifying event.
- E. If a driver change takes place in a car already qualified in a heat, it will start the feature to the rear of the field
- F. No driver change during the feature will be permitted.
- G. The driver will receive driver championship points in only one qualifying race per racing event. This to be the last qualifying race they run.
- H. If a driver vacates a qualified car, then that car becomes eligible for the consolation event, but starts behind the regular "consi" cars. If qualification then occurs that driver and car are then handicapped for the feature event.
- I. When having a back up car it must be pre-registered at the time of sign in.

CR-2 CAR CONDITION AND APPEARANCE

- A. All cars must arrive at the track in good mechanical condition and must have a good clean appearance. This includes the appearance of the crew and driver.
- B. Any car which, in the opinion of the B.O.G. is not in good condition shall not be allowed to compete.
- C. If the car arrives at the track with a dirty or unkept crew, the promoter shall have the right to insist that this crew does not push the car onto the track for that day (or evening) event.

CR-3 CHAMPIONSHIP POINTS

A. Championship points in the feature will be awarded as follows:

<u>Position</u>	<u>Points</u>	<u>Position</u>	<u>Points</u>	<u>Position</u>	<u>Points</u>
1.	100	11.	50	21.	18
2.	95	12.	45	22.	16
3.	90	13.	40	23.	14
4.	85	14.	35	24.	12
5.	80	15.	30	25.	10
6.	75	16.	28	26.	8
7.	70	17.	26		
8.	65	18.	24		
9.	60	19.	22		
10.	55	20	20		

NOTE: Only registered A.R.D.C. owners and drivers prior to an event will receive championship points.

B. Championship points will be awarded in the heats as follows:

<u>Position</u>	<u>Points</u>	<u>Position</u>	<u>Points</u>
1.	15	7.	6
2.	12	8.	5
3.	10	9.	4
4.	9	10.	3
5.	8	11.	2
6.	7	12.	1

C. Championship points (25) will be awarded to all who attempt to start a car on the racing surface. (Known as appearance points)

D. In the event that qualifying heats are completed and the feature for those heats is not run, championship points will be awarded for said heats. All cars and drivers who competed in the event will received their appearance points.

CR-4 FLAGS

Green Flag

The green flag (or light) shall be used to start all races and means that the course is clear. No race shall be started until the green flag is waved.

Yellow Flag

The yellow flag (or light) means that the leader must bring his car to pace lap speed and the following cars must close up behind the leader in single file. There will be no racing to the yellow flag.

Black Flag

The black flag is the consultation flag and when given, must be obeyed immediately.

1. When there is some question that a car has a problem, the starter may throw the yellow flag, then black flag the car to be inspected. After inspection and no problem is found the car will rejoin the field in its proper position.
2. The starter may use this flag not only for disqualification due to infractions of the rules, but also for some mechanical trouble which might make the car dangerous.
3. Any driver who does not obey the black flag immediately shall be subject to a fine of not more than \$50.00 and/or suspension of not more than three (3) race meets. This disciplinary action will be decided on by the B.O.G.

Red Flag

The red flag (or light) means that the racecars must stop immediately and safely.

White Flag

The white flag shall be used to designate one lap remaining.

Checkered Flag

The checkered flag shall indicate the finish of the race. In event an error occurs, the final position of the cars shall be determined by the scorer's records.

CR-5 OFFICIALS

The B.O.G. shall approve all officials who work at the track, and who actively help keep the show rolling, such as the starter, scorers, stewards, and other personnel.

CR-6 OIL AND WATER, THROWING OR DROPPING

Any car seen and proven to be leaking or otherwise dropping any fluid on the track will be disqualified as dangerous and be removed from competition until such time as the problem is corrected.

CR-7 PACE LAP

- A. The pace lap will be held to a moderate speed.
- B. Once a car is pushed off, it may not stop. If it does, then it will start at the rear of the field.
- C. A car may be brought in by working officials for a safety check. If the car is found to be safe, the car will restart in his/her original position when the safety check was requested.
- D. A car must start within one lap of being pushed off or leave the track.
- E. If there is a pace car, you cannot pass it under any condition.

CR-8 PIT ACCESS AND BEHAVIOR

- A. An owner is responsible for the conduct of the car's crew at the track with the exception of the driver.
- B. All owners and drivers, crew and team members must act like gentleman and ladies at the track.
- C. Any individual who may get into a fight or unseemly argument at the track shall immediately be suspended from the remainder of the days or nights events and may have a fine of not more than \$200.00 or up to six (6) race meet suspension imposed upon them at the discretion of the B.O.G.
- D. In the event of a disagreement, any member taking physical action against any individual or personal property, for any reason, is automatically 1) fined in the amount of that events purse of the participating race car being associated with the member in question, and 2) suspended from participation for a two (2) calendar week period.

CR-9 PROTEST

- A. Any participant may file a protest against another owner/driver for any infraction of the rules.
- B. A protest must be made in writing and shall be given to the B.O.G. A protest fee of \$150.00 must accompany any protest. (Only the car owner or driver may present the protest to the Board. One or the other, but not only one to present.)
- C. The B.O.G. shall immediately inform the man in charge of the car that it has been protested and this car may not be moved from the premises until the B.O.G. has inspected the car. He must then be informed what part or parts of the car must be stripped for inspection. The crew must strip the parts required with a tech inspector or Vice President present.
- D. The examination need not be made until the competition is completed.
- E. If the B.O.G. is refused the right to examine the protested car, it may be presumed to be illegal and suitable penalties may be levied.
- F. If the protest is found to be valid, the protest fee shall be returned to the protestor and the B.O.G. shall take appropriate action.
- G. If the violation is found to be an intentional one by the owner (such as engine, fuel, tires, or some other violation against an ESS rule) which in the opinion of the B.O.G. was done to take an unfair advantage, the B.O.G. shall disqualify the car for the entire event, placing it last on the payoff sheet for the event.
- H. If the protest is found not to be valid by inspection, the protested car shall receive the protest fee.

I. At anytime the B.O.G. may, at its option, inspect the first five (5) finishers in the main event, or any car believed to be illegal in any way.

J. Any car which is suspected of using illegal fuel mixture may be checked without a protest fee, either at the request of any competitor or the B.O.G.

K. All protests shall be settled at a special meeting of the officials and Vice President.

L. All finishes will stand as posted by official scorers.

CR-10 RACE DIRECTOR

A. The Race Director shall be responsible for all A.R.D.C. activities at the racetrack. He will have the total support of the B.O.G. while at the racetrack. He will supervise the activities of the starter, handicapper, safety committee, pit steward, other miscellaneous officials and participants.

B. If the Race Director or majority of the B.O.G. feel a situation demands the arbitration of the B.O.G., the problem will be documented by the secretary or his/her stead and discussed in a session to be conducted at a location other than the race track.

C. The Race Director will initiate and chair all competitor meetings at trackside.

D. The Race Director will oversee all competitive events and have the authority to take punitive action on any individual who is in violation of the defined rules, or who, in the judgment of the Race Director, has a negative effect on the program in progress. Any judgment decision made by the Race Director that is not directly contrary to the written rules cannot be overturned by the B.O.G.

E. To ensure an efficient racing program, the Race Director shall monitor the performance of all officials. He shall have the authority to recommend punitive action, to be imposed on any official who is not fulfilling his/her duties in an expeditious manner. The B.O.G. shall pass on the recommended actions.

CR-11 RACING CONDITIONS

Starts and Restarts

A. All starts and restarts will be at the discretion of the starter. The green flag will be waved, and then if there's a bad start/restart the yellow will follow.

B. All restarts will be single file after the first lap has been completed.

C. After two false starts, the offending car or cars will be sent to the rear of the field

D. Once the cars are lined up double file and ready to start and a car drops out, there will be no crossing over to fill in. The entire line behind the car that drops out will move up.

E. All double and single file restarts require that all drivers be in line and are closed up tight, nose to tail, with no cars out of line to take advantage of the start.

F. Yellow flag pit stops will be permitted at all times, provided the car returns to the track under power before drivers are informed by radio that the track is going green. If you enter the track after being informed by radio that track is going green, you will be black-flagged. If you continue, you will no longer be scored.

G. On restarts following the yellow flag, the drivers must fall in line immediately, single file nose to tail, in the position in which they were running on the previous complete green lap. Lapped cars will be moved to the rear of the field in the position they were running. Any driver who is seen to be taking advantage of another under this rule will be penalized at the end of the event.

Spins

A. A first lap spin or accident will require a complete restart provided you are still on the track surface. The spinning car/cars will restart at the rear of the running field.

B. In the event of a spin or minor accident and the yellow flag is waved, the car or cars involved may be restarted if they are able to at once. These cars will start to the rear of the running field in the order they were running to each other on the last lap scored.

C. Competitors will be permitted to stop no more than twice (2 times) per event except as directed by the officials of ARDC. Stops directed by officials are items such as, but not limited to, Red Flag stoppages, Black Flag consultations, and alike. Stoppages as a result of spins, crashes, or stopping on ones own on the track surface, which require an assisted start, except as herein provided will be counted as a stop. An event is defined as a heat race, a consolation race, a feature race, etc. A race event may be defined as an evening's program at a specific location made up of one or more of the above mentioned races and thus is not strictly subject to the two stoppages rule herein addressed.

D. Three Spin Rule. There will be three push off's (initial push and two additional push off's).

Observing the Officials

A. All drivers have the responsibility of observing and complying with the working official's signal. A maximum of two laps will be given to a driver to notice the working official's signal.

B. Any driver who twice ignores an official's signal will be disqualified.

C. All cars behind the leader must maintain their relative position unless otherwise directed by a working official.

Gaining Positions Illegally

A. Any car illegally gaining any position on a start will be penalized at the completion of the race, two positions for each one gained.

B. If the driver does not comply with an official's signal, the car will then become subject to the penalty at the end of the race.

C. The Starter, Race Director and Scorers shall have the prime authority regarding the decision of whether a car illegally gained a position or not.

D. The driver has the right to voluntarily change his position during the race under the yellow flag. This change must be to the rear of the field.

E. Rough Riding: Rough riding is defined as a deliberate, damaging or flagrant act of driving executed by a driver against another driver in order to gain an advantage or improve one's position on the racetrack. Any monetary penalties will be assessed and collected at the conclusion of that evening's feature event.

1. Heat races: \$50.00 Fine – Progressive with each infraction. Driver will be black-flagged and immediately stopped being scored. Driver and Car will receive no points for the heat race, and will start last in the consolation event.

2. Feature: \$50.00 Fine – Progressive with each infraction. Driver will be black-flagged and immediately stopped being scored. Driver and Car will be paid for last place, and will not be awarded championship driver points or championship car owner points.

Caution Laps

Any work to be performed on a car during a caution flag situation will be determined by local track rules.

Red Flag

A. NO work may be performed on a car, unless directly involved in a red flag situation and after the car is in the legitimate pit area. Determined by local track rules.

B. There will be NO FUEL STOPS DURING THE RACE, except, at the discretion of the Race Director if it is absolutely necessary. If a mandatory fuel stop is called by the official's, NO work may be performed at this time other than adding fuel. (only two people per car will be permitted).

Lost Laps

Any car in a race that is more than two laps behind the leader and cruising shall be flagged off at the discretion of the working officials and he is no longer competing.

Checkered Flag

A. After the leader has received the checkered flag and you pass the start/finish line, the race is over for you. When the balance of the field has passed the start/finish line the race shall be terminated and all scoring shall cease.

B. All scoring and the final finish will be based on the scorers score sheet and the laps completed.

C. If an event is declared complete by the display of the red flag (after 75% by accident 50% by weather) the cars involved and/or not completing the last lap (taking the checkered flag after the leader – this could be a red flag) shall be paid off for the positions they were running in respect to each other in their last scored lap, but will be scored behind all cars which were still running at the time the race is completed or stopped.

D. A completed lap has occurred when one-half (1/2) of the racing field has past the start/finish line as determined by the scorers. If 26 cars are running – 13 is the number, if 16 cars are running – 8 is half, etc. This number is based on cars running at the time not the starting field count.

CR-12 STARTER

- A. The starter will initiate green flag activities from the starter's platform or similar off-track location on all occasions.
- B. Race control over the field will be exercised by the starter from the designated area (starter's stand). Race control shall consist of flag manipulation, hand signals, or other commonly used communication media for transmitting messages to competitors.
- C. The starter will remain in the starter's stand at all times during the race. During yellow or red flag activity, the starter must remain in the start's stand to act as the key observer to direct track activity.
- D. During or initiating a restart, either from a red flag or yellow flag condition, the starter will observe the field to ensure the proper restart procedure is followed and designated caution speed is observed.
- E. The re-alignment of race cars will be accomplished by the individual designated as Race Director who will use all appropriate means to ensure a green flag condition within five laps after all vehicles have been put in motion.
- F. In the instance of a false start, the starter will release the green flag to be followed by a yellow condition within one lap. The starter shall have the discretion of reverting any car responsible for the false start to the rear of the field.

CR-13 STARTING LINE-UP AND HANDICAP RULES

- A. All races will start the year off using the above handicap system unless another system is specified.
- B. Only registered ARDC drivers will have a regular handicap.
- C. Handicap is to be based on the average points earned for the last three events. A driver missing an event will get the total of maximum points for that event. The resulting point calculation will determine where the driver/car will line up in the heat races, and if qualified, in the feature.
- D. Handicap to be done on Driver Points only.

E. **Handicap/Invert:**

Total # Cars to start Feature	26	26	26
# Heats	2 *	3	4
# of Cars racing in each Heat	9-15	6-13	10
# of Cars Transferring to Feature from each Heat	9	6	5
# of Cars Making the Handicap	8	5	4
Total # Cars Transferring on to the Feature	18	18	20
Total # Cars being Inverted	16	15	16
Total # Cars transferring from the Consolation	8	8	6

** ARDC event contract states that there will be 3 qualifying events. If the entry list is less than 21, a third qualifying event (consolation race) must be run. The starting lineup for the consolation race will be "heads-up" by the finishing order of the previous 2 heat races, and contain drivers who finished outside of the invert transfer. All cars will qualify.*

F. Lineups:

Week 1

All drivers will draw a numbered pill for their starting positions in their respective heat race for Week 1. The winner of the first heat race will draw a numbered pill to determine the invert for the feature. The numbers for the feature lineup pill draw will be determined by the ARDC Board (6, 9, 12, 15). There WILL NOT be a "heads up" pill to lineup for the feature.

Week 2

The heat race lineups for Week 2 will be determined by inverting the total points accumulated by drivers who competed in Week 1. Drivers who DID NOT compete in Week 1 will be divided evenly into the number of heat races, starting behind the highest point average driver of each heat.

Week 3 handicap will be based off the two-week average with no-show drivers receiving winner's handicap points.

Week 4 handicap will be based off the three-week average with no-show drivers receiving winner's handicap points.

G. ALL CONSOLATIONS: Starting lineup will be "heads up" from the heat race finishing order. Number of cars that transfer to the feature will depend on the number of cars already qualified (see figure above)

H. ALL FEATURES: After Week 1, driver's making the handicap (according to the figure above) will be inverted based on their three-week handicap point average. The winner from the previous week can start no better than 15th. Heat race transferred cars who did not make the handicap will line up "heads up" starting behind the High Point Driver. Cars transferring from the CONSI will be lined-up "heads up" to behind the final heat race transfer spot to complete the rest of the field.

I. Drivers unable to start in their scheduled heat race, will be automatically placed in the consolation event.

J. Rookies shall start at the rear of the field for a minimum of three (3) events, or until race officials feel said rookie/s have proven their competency to take their handicapped starting position.

K. Any driver who has never competed with ARDC will start in the rear of the field until they establish an average.

L. Any driver using a Temporary Permit (TP) with ARDC shall start at the rear of the field for the qualifying heat races. Should the new driver finish said heat in a handicapping position, that driver will be placed as the first car after the ARDC highest point average handicapped

car. That is should he/she be on of the cars qualified for one of the front fifteen (15) positions, the ARDC cars would be 1st through 14th with the TP car lining up 15th.

M. After the initial push-off of the cars for the event, should any competitor decide to drop out, or move to the rear of the field, there will be no crossover to fill the spot vacated. All rows will move straight up; remember no crossover.

N. The head scorer may change the heat line-up to avoid apparent problems provided none of the driver changes places the changed car in a less favorable position then the handicap calculation system aforementioned places the driver in question.

CR-14 TRACKS

A. The A.R.D.C. shall not compete in any race unless there is at least one ambulance and adequate fire equipment (this includes during warm-ups and demonstrations)

B. Fire safety crews will meet with the officials before the events start.

CR-15 COMMUNICATIONS

No radio communications between cars and crews will be allowed. However, radio communications between working officials and the drivers is mandatory.

CR-16 END OF RACE INSPECTION

A. Top three (3) finishers will go to victory lane.

B. Any of the top three (3) cars without an engine seal may be pumped.

C. All three (3) cars may have a fuel sample taken and tested per rule ESS-11A.

D. All three (3) cars will be measured for wheels and tires (Rule ESS-16) and wheelbase and width (Rule ESS-18)

E. All three (3) cars will be checked for the offset (Rule ESS-17D) in asphalt events.

F. A predetermined number of cars may be weighed after the feature event (Rule ESS-20)

CR-17 TIRES

A. The contract between The American Racing Drivers Club (ARDC) and Hoosier Tire will be in effect for 2010, 2011 and 2012 ARDC racing seasons. This contract stipulates that Hoosier Tires be used on all four corners of the racecar. Money from Hoosier will be distributed every week in the total purse.

Note to all competitors, members and officials:

Interpretation of rules will be at the discretion of the technical inspector. All decision by ARDC Club Officials will be final. These rules are intended to be a guideline in the construction of racecars and the conducting of race events. If the rules do not state you can do something, assume you CANNOT. Please re-read the PREAMBLE TO RULES.

**AMERICAN RACING DRIVERS CLUB, INC.
NEW JERSEY RULES
GOVERNING OPEN COCKPIT RACING**

Drivers

- A. All drivers must be at least 18 years old.
- B. All drivers are required to wear fire resistant underwear and one-piece fire resistant clothing covering their body, legs and arms.
- C. All drivers are required to wear fire resistant gloves.
- D. All drivers are required to wear fire resistant shoes and it is recommended that fire resistant socks be worn.

Helmet and Head Cushions

- A. All drivers must wear a helmet in condition which meets or exceeds the American National Standard Institute (A.N.I.) Z-90.1 testing standard.
- B. All vehicles shall be equipped with a head cushion attached to the roll-on bar or to the back portion of a one-piece seat. The cushion shall be mounted so that it shall be the appropriate height of the center of the driver's helmet.
- C. The head cushion shall be a minimum of sixteen (16) square inches in area with at least two (2) inch padding. The minimum length of any side of the head cushion shall be four (4) inches.
- D. A support cushion shall be located behind the rear portion of the seat, attached to the roll cage and at least one-eighth (1/8) of an inch thick.

Goggles or Face Shield

The driver of all vehicles not equipped with windshields shall wear windproof goggles or a face shield of the type which meets or exceeds U.S.A. standard Specification for Head, Eye and Respiratory Protection Z2.1-1959 testing standard.

Arm Restraints

All drivers shall use arm restraints.

Safety Belts, Shoulder Harness and Crotch Belt

- A. A quick release type safety belt, shoulder harness and crotch belt in good condition shall be compulsory on all vehicles.
- B. Both ends of the safety belt, shoulder harness and crotch belt must be fastened to the frame of the vehicle.
- C. All fittings and connections of the safety belt, shoulder harness and crotch belt must be metal.
- D. All safety belts and shoulder harnesses must bear the date of manufacture and shall not be used for more than five (5) years from the date of manufacture.

E. The shoulder harness shall be secured to the frame of the vehicle and come over a round bar at the driver's shoulder height.

F. No alterations shall be allowed to any manufactured design of seat belts.

Seats

A. A molded metal or fiberglass seat with openings which allow a seat belt bolted to the frame to come through, shall be attached to the frame with at least four (4) three line 5/16 inch bolts. Two (2) bolts shall be installed at the bottom of the seat not more than three (3) inches from the outside edge and two (2) bolts shall be installed at the two (2) most practical, widely spaced points at the top of the seat back. A metal strap at least two (2) inches in width and at least one-eighth (1/8) thick shall connect each set of bolts.

B. Vehicles equipped with a metal seat are not required to have a metal strap connected to each set of bolts. These vehicles are required to have a larger washer on each bolt.

Bumpers

A. All vehicles shall be equipped with bumpers on the rear.

B. The bumper shall be fastened to the frame or structural component of the car.

C. The height of the bumper must be as high as the center of the wheel and at least two (2) inches in height.

Rollover Bars

A. All vehicles shall be equipped with a rollover bar of a design, construction and qualify recognized by industry standard and maintained with a view toward affording the driver maximum protection against injury.

B. Rollover bars must be a minimum of three (3) inches above the driver's head.

C. Rollover bars must be bolted or welded to the frame of the vehicle.

Nerfing Bars

A. All vehicles shall be equipped with auxiliary bumpers, also known as nerf bars, of a construction and design to afford the driver maximum protection against injury.

B. Nerfing bars shall extend within two inches of, but not beyond, the outside edge of the tire.

Exhaust System

A. The outlet for the exhaust system shall be outside of the vehicle and extend to the rear of the front of the firewall

B. The exhaust system shall be designed and constructed so as to direct the exhaust flow out and away from the driver.

Firewall and Flooring

A. All vehicles shall have suitable metal flooring from the front firewall to the center of the drivers seat.

B. All vehicles shall have a permanent firewall between the fuel supply and the driver, unless the fuel tank consists of a shell with an inner rubber bladder in which case the firewall is not required.

Fuel Lines and Fuel Pumps

A. A fuel line or fuel pump is prohibited in the driver's compartment unless shielded properly to prevent leakage in the event the line or pump is damaged or broken. This shielding shall consist of the steel braided material.

B. Fuel lines must be more than three (3) inches from the headers unless shielded by metal.

Fuel Tanks

A. Except as set forth in (B) below, vehicles using a self-contained fuel cell with an inner rubber bladder shall bolt the self-contained fuel cell to the frame of the vehicle utilizing the "X" type frame work under the cell. At least three (3) one (1) inch metal straps one-quarter (1/4) inch thick bolted to the frame of the vehicle by at least two (2) three-eighths (3/8) inch three line bolts and angled so that it goes around cell, except for the bottom, so as to apply maximum pressure against the tank to the frame.

B. Units not bolted to the frame shall have a four (4) one (1) inch metal straps, one-quarter (1/4) inch thick, bolted to the frame of the vehicle by at least two (2) three-eighths (3/8) three line bolts and angled to go entirely around the cell to apply maximum pressure against the tank to the frame.

C. A conventional type tank shall be bolted within the frame of the vehicle.

D. A reinforcing member of the same kind and size material as that used in the roll cage of the chassis shall be installed to the rear of the fuel tank joining the rear most portion of the chassis.

E. A vehicle utilizing a fuel tank mounted to the front of the front firewall shall have a reinforcing member of the same kind of material as that used in the roll cage or chassis, installed to afford maximum protection to the tank.

F. All open cockpit vehicles shall be equipped with a fuel cell bladder.

Fuel Supply Shut Off Valve

A. All vehicles shall be equipped with a fuel shut off valve or switch, which is easily accessible to the driver

B. The fuel shut off valve or switch shall be conspicuously marked with a brightly colored paint.

Enclosed Drive Shaft

The drive shaft of a vehicle shall be enclosed or secure, front and rear, by a steel strap one-quarter (1/4) inch thick by one (1) inch wide, a one-half (1/2) inch steel rod, or one (1) inch steel tubing with .06 wall thickness.

Water Overflow Tank

Water overflow reservoirs shall not be installed inside the driver compartment. Tanks or reservoirs mounted on the roll cage must be fully shielded to protect the driver.

Repairs

No repairs shall be made on any vehicle during the course of a race unless the vehicle is removed to the pit area.

Speed Limits

A. All vehicles traveling in the pit area or staging area must obey a five (5) miles per hour (mph) speed limit.

B. Vehicles utilizing a return road will be limited to a fifteen (15) miles per hour (mph) speed limit.

AMERICAN RACING DRIVERS CLUB, INC
GUIDELINES FOR AWARDING
OF
SPECIALTY YEAR END AWARDS
as per Board of Governors 1997

Pursuant to the directive of the 1997 Board Of Governors (B.O.G.), the following outline will be used as a criteria for awarding the following year-end awards:

- ** Crew Chief of the Year
- ** Rookie of the Year
- ** Most Improved Driver
- ** Presidents Award

For 1997 and future years, the Mechanic of the Year title has been revised to Crew Chief of the Year. Criteria to read as follows:

Crew Chief of the Year

- Requirements:
1. Crew Chief must be a current member in good standing
 2. Must be designated on registration form by car owner.

Guidelines:

The Crew Chief of the Year will be nominated by other crew chiefs. Forms will be offered near the end of the racing season at the pay-off table after the nights racing. Based on the nominations and the requirements listed above, the board will select a recipient. The B.O.G. holds the rights to the final decision based on the following guidelines:

1. Leadership
2. Sharing talents with rest of club
3. Consistency in number of starts and finished based on the percentage of races run.
4. Participation in club events.

Rookie of the Year

Requirements:

1. Rookie must be a current member in good standing.
2. Form of Consideration: Rookie must complete form and return it to the B.O.G. stating the fact that they want to be considered the Rookie of the Year award. The rookie's past experience is required on the form. The form must be reviewed by the B.O.G. to be considered eligible.

Guidelines:

1. All rookies are on probation for the year based on race event day actions including on the track as well as in the pits.
2. To create an equal playing track, the main criteria of judgment based on points multiplied by number of events (see the multiplier Method used to determine End of Year Car Owner Award payout system designed by Doug Starrett in 1997). The Board has the final decision in the awarding of the Rookie of the Year awards. The Board also has the right to select any of the following Rookie of the Year, Co-Rookie of the Year, Outstanding Class of Rookies, or no Rookie award for the year.
3. If a rookie starts more than three (3) feature events in one season, he/she is no longer eligible to compete for rookie of the year honors in subsequent seasons.

Most Improved Driver

Requirements:

1. Driver must be a current member in good standing.

Guidelines:

The Most Improved Driver will be nominated by his/her fellow drivers. Ballots will be taken near the end of the racing season at the pay-off table after the night's racing. The Board will review the ballots and choose a recipient based on the above stated requirements.

President's Award

This award is selected by the President with approval from the Halteman family. It will be awarded to said person provided that it is not for performance of commissioned duties. This award does not have to be awarded every year.