



I. Disclaimer

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. No expressed or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

It is the responsibility of the teams and competitors to present a legal race vehicle for competition. Any vehicle that with illegal modifications that pass through technical inspection undetected will be disqualified immediately upon detection of the infraction.

Sincerely,

The Management
Gresham Motorsports Park
Track Properties, LLC

II. Basic Guidelines

- A. Gresham Motorsports Park reserves the right to update, modify, and/or delete rules at any time deemed necessary to insure safety, fair competition or any other reason that may be appropriate.
- B. Any interpretation or deviation of these rules is left to the officials. Any decision of and by Gresham Motorsports Park Officials is final.
- C. Unsportsmanlike-like conduct can carry a minimum \$100.00 fine and/or suspension and/or loss of points. Any and all fines will be added to the points fund at the end of the racing season.
- D. Any competitor that finishes in the top five (5) MUST cross the scales following completion of the event. Any competitor that finishes in the top five (5) may be required, at their expense, to remove the intake, heads, and/or oil pan for inspection purposes.
- E. Teams must have two-way communication with the driver and the spotter will be required to scan GMP Race Control (461.2000) or have a RACEceiver locked to channel 897.
- F. All cars must go through technical inspection prior to car taking to the track for practice. Cars will be weighed with driver, and may be done prior to or after qualifying and prior to or after the feature. Reading of designated scales will be official. Any issue discovered in pre-practice tech that is not fixed to officials' satisfaction by pre-qualifying tech will result in the loss of one qualifying lap.

III. Rules and Specifications

- A. **Weight** - *All specified weight requirements will be with gas, oil, water and driver prior to racing.*
 1. Maximum allowable left side weight will be 58 percent of the total car weight at all times, including with fuel prior to racing and without fueling after completion of the event.
 2. Minimum weight 2750 pounds (Cars not utilizing bump-stop or coil binding front spring suspension minimum weight 2725 pounds).
 3. Added weight must be in block form of no less than five-pound blocks (no pellets). Added weight must be securely bolted in place. Dislodged weight cannot be returned to car for weighing after race. All added weight must be painted white with car number in red or black. Any lost weight will result in a \$10 per pound fine to the Driver (**No tungsten or similar weight permitted**).
- B. **Engines**
 1. **Crate Options: Any crate or sealed motor found to be illegal will be confiscated as one piece.**
 - a. GM # 88958604 with the following updates, rocker arms GM # 12370839 (1.6 rocker), Valve Spring # PHM 701 available from Phil Harper Motorsports, Comp Cam valve springs #941-16, Champ oil pan # CP106LTRB and Balancer, 2750 pounds.
 - b. Ford # M-6007-D347-SR with 1.5 rockers, 2750 pounds.
 - c. McGunegill Ford # 425LM with 1.5 rockers, 2750 pounds, subject to adjustment as necessary.
 - d. McGunegill Ford # 425LM with 1.5 rockers and Ford camshaft # F303 installed the same as Ford # M-6007-D347-SR camshaft, 2750 pounds.
 - d. 350, 2 barrel, 2750 pounds.

NOTE: Crate engines may be refreshed, but must retain all manufacturer's specifications. See Carburetor and Ignition sections.



Only the top five drivers finishing a race, their crew chief or owner may claim a crate engine from a driver finishing the race ahead of the claiming driver. The claim will be limited to one car and must be made within 10 minutes after completion of the feature event with the cash only claim fee to the Race Director or Chief Pit Steward. The claim fee will be the current price of the crate engine plus \$100. The fee will be distributed to purchase a new crate engine for the driver being claimed plus a \$100 pulling fee. Not included in the claim are carburetor, water pump, distributor and pulleys. A claim fee will not be accepted should Gresham Motorsports Park Officials determine the claim fee has been made on someone else behalf or the fee is from more than one party. Failure to pull and sell a claimed engine will result in the driver being claimed forfeiting all purse and points for the event and all track points for the year. The driver must also pay a \$1,000 fine prior to being allowed to compete again at Gresham Motorsports Park.

2. Built Motor Options:

- a. Displacement, maximum 362 CID, V8 only.

3. Block, Cam Shaft and Lifters

- a. General Motors, Ford or Chrysler cast iron small block only. Four-bolt mains permitted with steel caps. Plugs may be used in block for strength only; plugs may not be higher than block surface.
- b. Solid lift cam and lifter permitted. No roller or mushroom tappet cams or lifters permitted.
- c. Wet, dry or accusump oiling systems and racing oil pans permitted.

4. Crank, Rods and Pistons

- a. Aftermarket steel crank permitted with stock stroke +/- .020". Chevrolet 350 may use a 3.480" stroke steel crank. Ford 302 may use a stroked steel crank, stroke is not specified. Cranks may be balanced and deburred.
- b. Stock-appearing after-market steel or steel billet rods and H" beam rods permitted at any length, no titanium rods permitted. Polishing or machine work not permitted on rods, except for balancing.
- c. Flattop pistons only.

5. Cylinder Heads

- a. Only cast iron, 23° OEM type heads permitted. Angle cut, angle plug, dart type, high compression or 300 H.P. Chevrolet heads allowed. No SB 2 or SB 3 heads permitted.
- b. No polishing, porting, or matching of ports allowed in any manner.
- c. No extra pins in heads. Ford head may be posted with stuffers on intake side of head.
- d. O-rings permitted in Ford head or block.

6. Rocker Arms

- a. Adjustable after-market, roller rocker arms and shaft rocker arms permitted. Polly locks permitted.
- b. 7/16" screw-in studs and guide plates permitted. Studs may be pinned. Stud girdles permitted.

7. Valves

- a. Maximum valve size: Chevrolet and Chrysler intake 2.05"/exhaust 1.600, Ford intake 2.02"/exhaust 1.60". Neck down valves permitted. No titanium valves. Maximum under size .010".
- b. Racing valve job permitted with maximum of three (3) angles on valve face. No blending valve job to casting in head.
- c. High performance springs and retainers permitted.

8. Intake Manifold

- a. High performance cast-iron and aluminum intake manifolds permitted. Gresham Motorsports Park Officials must approve intake manifolds.
- b. No altering, polishing, porting or matching of ports allowed in any manner. No laser treating or micro holes allowed. Plenum may not be altered and no devices are permitted inside runners.
- c. Stuffer permitted in Ford and Chrysler intakes.

9. Exhaust Manifold

- a. Any type single flange steel tubular header permitted. Exhaust system must exit behind driver.
- b. Exhaust must exit through door, installation may include an exhaust flange. Both flange and/or pipe must be mounted flush to the door.

10. Carburetor

- a. General Motors and Ford crate engines - Holly 650 HP 4150-80541 four barrel. No alterations permitted.
- b. Holly 2300 two-barrel number 7448.
- c. Body of carburetor - no polishing, grinding, or drilling of holes permitted. No paint or any other type of coating other than from carburetor manufacturer allowed inside or outside of Carburetor.
- d. Choke and choke horn may be removed, but all screws must be permanently sealed.
- e. Booster size or shape must not be altered except center bar may be removed. Height must remain standard.
- f. Venturi area must not be altered in any manner. Casting ring must not be removed.
- g. Base plate must not be altered in shape or size.



- h. Stock butterflies must not be thinned or tapered. One idle hole may be drilled per butterfly. Screw ends may be cut even with shafts, but screw heads must remain unaltered.
- i. Throttle shafts must remain standard and cannot be thinned or cut in any manner. No silicone or epoxy allowed on throttle shafts.
- j. Any attempt to pull outside air other than down through venturi is not permitted.
- k. A minimum of two return springs is required. Throttle stops recommended.

11. Carburetor Spacer

- a. Only one non-adjustable one-piece solid aluminum carburetor spacer permitted, maximum $\frac{3}{4}$ " in height, with 1 paper gasket per side not to exceed .065" in thickness. Spacer must have two holes with openings cut perpendicular, matching carburetor base, and no larger than base of carburetor. No taper or beveling permitted.
- b. 604 GM sealed motor will be permitted to use up to a 1" solid aluminum spacer either four (4) hole or open spacer. Also approved, tapered four (4) hole spacer from VDL fuel systems.
- c. Ford # M-6007-D347-SR is not allowed to run any spacer.
- d. McGunegill Ford # 425LM is not allowed to run any spacer.
- e. McGunegill Ford # 425LM with Ford #F303 camshaft is not allowed to run any spacer.

C. Air Cleaner

1. The only approved cold air box is manufactured by Five Star or ARP and it must have proper part numbers. No carbon fiber boxes.
2. Air cleaner cannot be removed at any time during competition or practice.
3. Element may not be sprayed or soaked with any type of chemicals or liquids.
4. Nothing may direct or control the flow of air inside the air cleaner housing except the air cleaner element.
5. No sheet metal heat shields or any other type of hot air deflection device or airflow deflection device allowed past the backside of the radiator or in engine compartment.

D. Engine Placement

1. Measured from the center of #1 spark plug hole to the center of the top ball joint with in $\frac{1}{4}$ " tolerance. Chevrolet – 4", Ford 4".
2. Engine must be in center of frame with 1" tolerance.
3. Center of crankshaft to ground, minimum clearance of 9.75" with zero tolerance.

E. Transmission

1. Must have transmission with at least two forward and one reverse working gears. Jerico-type transmissions permitted.
2. No Rankin direct drive, Rankin-type direct drive, direct drive, cluster disconnect, quick change, or automatic transmissions permitted.

F. Clutch

1. Multiple disc clutches with steel floaters and pressure plates permitted, minimum 5.5" in diameter. No carbon fiber or fiberglass discs.
2. Clutch housing assembly or cover may be made of steel or aluminum.

G. Spindles

1. Aftermarket, homemade and $\frac{3}{4}$ -ton spindles permitted.
2. Spindles must be steel or approved Coleman spindle.

H. Brakes

1. Front and rear disc brakes mandatory. Any caliper permitted.
2. Only cast steel rotors permitted. Rotors must maintain a minimum of $\frac{3}{4}$ " thickness and cannot be drilled or slotted completely through.
3. No carbon fiber, fiberglass or titanium brake parts allowed.

I. Brake Cooling

1. Maximum two hoses per brake, with a maximum 3" flexible hose to the brake.
2. Brake fluid circulators permitted. Liquid or gas cooling not permitted.
3. All air intakes must be routed either from the nose of vehicle or air box only.
4. Blowers permitted.

J. Ignition

1. Breaker less, or dual point systems permitted. Ignition booster, racing coils or high performance ignition wires permitted.
2. No magnetos or crank trigger ignition systems permitted.
3. Alternators permitted.



4. One battery permitted. Maximum 16 volt and mounted securely outside of drivers compartment.
5. All wiring must be sealed. No unplugged wiring.
6. MSD ignition systems, 6AL, 6AL-2, 6ALN, 6HVC, 6HVC-L only.
7. Ignition components must be mounted on dash area in plain view, out of reach of driver.
8. No traction control devices, electronic or otherwise, will be permitted. Use of traction control will be cause for immediate disqualification and suspension from future racing events.
9. Crate motors, mandatory 6300 rpm chip limiter.
10. McGunegill engines, mandatory 6300 rpm chip limiter.
11. Chip limiter must be in working order and tie wrapped in place.

K. Wheels

1. 10" racing steel wheels only.
2. No air bleeders permitted. Officials will check for hidden bleeders.

L. Tires

1. Designated Hoosier Tire Only: **Right Side - Hoosier *F56; Left Side – Hoosier F45**. No soaking, softening, hardening, or altering of tire in any manner allowed. Drivers soaking or altering tires will forfeit all purse and points for the event and all track points for the year. Driver must also pay a \$1,000 fine prior to being allowed to compete at Gresham Motorsports Park. Any illegal tire, in the judgment of Gresham Motorsports Park Officials, will be confiscated.
2. Maximum tread width allowed is 66", zero tolerance. Tread width is measured using the Referee.

M. Shocks

1. Racing shocks permitted. One shock per wheel. Adjustable shocks permitted.

N. Rear Ends

1. Quick change rear ends permitted.
2. No open tube or independent rear suspension permitted.
3. Cambered rear end allowed, 1.5 degree max.
4. Damper shocks permitted.

O. Fuel System – Sunoco Track Fuel Only

1. Fuel samples may be taken at any time and tested. Alcohol, nitro-methane, nitrous oxide, other oxygenating agents, or other additives are not permitted. No mixing of race fuel with regular pump gas. Use of such substances or additives will result in immediate disqualification and loss of points.
2. No electric fuel pumps will be permitted. No forced induction of any kind is permitted.
3. No icing or cooling of fuel system.
4. A fuel cell will be mandatory with a 22-gallon (U.S.) maximum. Fuel cell must have a minimum of eight inches (8") ground clearance. Fuel cell must be equipped with at least two (2) protective straps completely around the cell. Fuel cell must be mounted securely behind the rear axle of the car. Cars must have a minimum 1/8" steel plate, or similar strength aluminum plate, between fuel cell and rear end. A similar plate at the rear of the fuel cell is recommended. All cars must have safety bar at the rear of the fuel cell. At a minimum, all fuel cell configurations must include a rubber type cell in a metal container.

P. Starter

1. Car must start under its own power.

Q. Cooling System

1. All cars must have catch can or hose to exit at windshield.
2. Water only must be used in cooling system. Any additive to water, i.e. Water Wetter, must first be approved by a Gresham Motorsports Park Official. Any driver found using unapproved coolants must pay a \$100 fine before driver may compete again at Gresham Motorsports Park.

R. Springs

1. Cars choosing not to utilize bumpstops, coil-binding, or chassis stops must use a minimum spring rate of 300 coilover, 500 conventional in order to use 2725 pound weight rule (See page 1, III-A-2).
2. Steel coil over or bucket type springs permitted only. No titanium. One spring per wheel.



S. Body

1. Refer to ABC Rulebook for all body rules. At all times, the ABC "A" measurement must maintain a minimum length of eleven and a half (11.5) inches. Also, twenty (20) inches is the minimum length allowed for the nose, measured from the bottom, leading edge at center, up to the hood seam.
2. No panels allowed extending top edge of doors.
3. The car body must be acceptable to Gresham Motorsports Park Officials at all times. No car will be allowed to start a race without a full body. Use of headlight and taillight decals recommended.

T. Interior

1. Car interior must be complete and shield driver from ground, engine compartment and fuel cell area. Firewall must be no less than 24-gauge metal and fully seal driver from engine compartment.
2. Car may have an installed dash panel with optional gauges. No digital gauges permitted. No in-car timing devices during competition.
3. ON-OFF switch must be located on dash within easy access of driver as well as access from outside left window opening. ON-OFF positions must be clearly marked.
4. Quick release steering wheel is mandatory. Center top section steering post must be padded with at least 2" of padding material.
5. All roll bars surrounding driver must be padded. Padding must be acceptable to Gresham Motorsports Park Officials.
6. A window net must be installed in the left side door glass opening. The window net must be a rib type, made from nylon material with a minimum 1" square opening between the ribs. The minimum window net size shall be 22" wide by 16" high. All window nets must have quick release mechanism and be welded to roll cage. The window net, when in the closed position, must fit tight when secured. No fishnet-type window nets permitted.
7. Rear view mirror permitted inside of car only.
8. Head and neck restraint system is mandatory. Restraint must meet or exceed SFI specification 38.1 for Head and Neck Restraint Systems. Absolutely no neck collars or donuts are permitted.
Drivers will not be allowed on the racetrack at any time without proper neck restraints in place.

U. Frames

1. Straight rail, perimeter and OEM front clip frames permitted.
2. No chassis adjustment from inside car except for brakes.
3. Frame and roll cage, including weight box, must be inside of left front and left rear tires.

V. Roll Cage

1. Gresham Motorsports Park Officials must approve roll cage designs. Round steel tubing 1 3/4" OD round tubing by .090" minimum wall thickness must be used to construct roll cage. Roll cage should be box type with a cross support in the back and a minimum 9" upright support at the left front support.
2. Left door must have four bars and must have 1/16" minimum steel plate on all door bars.

W. Drive Shaft

1. Steel or Aluminum drive shaft only. No carbon fiber wrapped in aluminum. Drive shaft must be painted white or silver.
2. Minimum one 360 degree loops, 1" x 1/8" steel.

X. Sway Bars

1. Cars choosing not to utilize bumpstops, coil-binding, or chassis stops must use no larger than a maximum sway bar size of 1 5/8" in diameter to use 2725 pound weight rule (See page 1, III-A-2).
2. The main body of the front sway bar must be made of steel and may be splined for attaching to the main body. Heim joints may be used for attaching the sway bar arms to the lower control arms.

Y. Late Model Rule Enforcement

1. The Chief Tech Inspector shall be authorized to make changes from any specification contained in these rules as a situation may dictate. Furthermore, the Chief Tech Inspector may impose further restrictions in an attempt to maintain fairness. Under no circumstances may the Tech Inspector alter any safety rule to less than explicitly stated in the rules.
2. Any variance of these rules by a participant that may ultimately lead to a reduction in safety, or an increased risk, to any participant, shall be the exclusive responsibility and liability of the party or parties responsible for the variance. The management of Gresham Motorsports Park and the Promoters shall not be responsible or liable for rules as provided.
3. Gresham Motorsports Park Officials reserve the right to confiscate any illegal parts found during the post-race inspection.



Z. Claims and Protests for All Motors

1. Only the top five (5) drivers, owner or crew chief may claim or protest a sealed or spec engine or protest a built engine finishing the race ahead of their car.
2. The claim or protest must be made within ten (10) minutes of the completion of the event.
3. The fee must be made to the Race Director or Chief Technical Inspector with cash only.
4. The claim/protest will not be accepted should Gresham Motorsports Park Officials determine that the fee is from more than one party or on someone else's behalf.
5. Failure to pull a claimed or protested sealed engine will result in automatic disqualification, suspension or loss of championship points if applicable. The engine in question will have all serial numbers recorded and will no longer be eligible for competition.
6. The cost for claiming a sealed engine will be the current cost of the engine, plus five hundred dollars (\$500.00). Parts not included will be the clutch, distributor, water pump, headers and pulleys.
7. Protest fee for a sealed engine will be two thousand dollars (\$2,000.00) to have the entire engine checked.
8. Once the claim of a sealed engine has occurred, the driver claiming the engine will have the option to have said engine inspected at no extra cost. At this time, should the engine be found to be outside the guidelines, the engine in question will be confiscated and will become property of the Gresham Motorsports Park. The driver/owner of the engine in question will be disqualified from the event and be subject to fine, suspension and or loss of champion points.
9. The fee for the protest of built engine will be two thousand dollars (\$2,000.00), for the entire engine.
10. Should the built engine be found to be outside the guidelines, all unapproved parts of the engine would become property of Gresham Motorsports Park, at which time the driver in question would be disqualified from the event and receive no said money or championship points if applicable.

Gresham Motorsports Park reserves the right to change, modify, update or delete any rules as deemed necessary to insure fairness, equality and provide a competitive environment.

IV. Race procedures and General Conduct Guidelines

A. Drivers Meeting

1. Gresham Motorsports Park Officials will hold a Drivers meeting at each event. At this meeting all new or special information that may vary from the rulebook will be announced, and then be considered official.
 - a. A roll call will start each meeting.
 - b. The driver, crew chief and spotter from each team are required to attend each drivers meeting.
 - c. Failure of the driver, crew chief or spotter to attend the meeting will result in the driver starting in the rear of the field regardless of their qualifying time.

B. Qualifying Procedures.

1. The order of events, including qualifying order will be posted at the Infield Tech Building and around the speedway.
2. Qualifying order, if applicable, will be determined by team preference based on the order of entries received at the Gresham Motorsports Park office. (For example, the first entry received will get first pick of position in qualifying order and so on.)
3. Teams will have one chance to qualify. Once the car has taken the green flag their attempt has started.
4. The number of cars that will be inspected will be the choice of Gresham Motorsports Park Officials.
5. No driver may attempt to qualify more than one car for the same event.
6. Any car not clearing post-qualifying inspection will have their time revoked and moved to the bottom of the order.
7. When two or more cars have duplicate times, the tiebreaker will be to revert back to their other lap.
8. Gresham Motorsports Park reserves the right to 2 starting provisionals.

C. Race procedures.

1. All drivers must be on time and lined up for the main event or heat race they are to compete in.
2. Once the green flag has been displayed the race has started, no driver may change cars or use a backup car.
3. The Starter will control the initial start.
4. All restarts will be double file with lead lap cars only. Leader has option on restart of inside row or outside row. Leader must make choice by start finish line at the one-to-go lap of the caution. Remainder of the field will line up accordingly.
5. The free pass will be given to the first car one lap down or more at the caution flag. At which point the driver will be instructed to pass the pace car and line up at the end of the lead lap cars.
6. The free pass will only be used when there have been two consecutive laps of green flag racing.
7. The free pass will not be given to any driver who brings out the caution flag, The free pass will not given inside of five (5) laps remaining in the event.



8. All cars involved in an accident will be sent to the rear of the field on the restart. The term “involved” is at the discretion of Gresham Motorsports Park officials.
9. Cars must report to tech area or victory lane as directed by Gresham Motorsports Park officials. Failure to report to tech area will result in disqualification.
10. Team members must not go on the racetrack for any reason. All repairs must be performed in pit area.
11. No car may pass the pace car or race leader unless instructed by track officials. Any car illegally passing the pace cars or race leader will be assessed a 1 lap penalty.
12. No car will be allowed to continue in the race event should track officials deem the car is a hazard to other competitors or race fans.
13. Any driver who attempts to bring out a caution or intentionally causes a caution will be assessed a 1 lap penalty.
14. Cars must take the checkered flag on the racetrack in order to claim the win. Any rain out or stopped event because of track conditions or curfew at one lap past half way will be considered a complete race.
15. Any car not obeying the stop and go sign on pit road will be black flagged and return to the pits for a “Stop and go” penalty.
16. Cars must maintain a reasonable safe speed while in the pit area.
17. All race procedures are subject to judgment calls by track officials, as they may deem necessary. These judgment calls are considered final and non-appeal able and non-litigable.
18. All cars must be able to maintain a minimum lap time of no less than 2 seconds a lap less than the leader. In the event that a car cannot maintain a minimum speed they will be sent to the pit area for the remainder of the event.
19. ***Any car involved in 3 cautions will be sent to the pits for the remainder of the event.***

D. Scoring

1. The chief scorer will be responsible for the timing and scoring of each event.
2. The finishing order will be posted within 20 minutes after the event is completed at a designated area. This order is unofficial pending tech inspection and final scoring. It is the responsibility of each team to bring to the attention of the series director, race director or chief scorer that they request a scoring recheck. Teams have 30 minutes to request a scoring recheck after the results have been posted, otherwise the scoring for that particular event will be considered “official” and finishing will stand as posted.
3. In the event that a scoring recheck has been requested and the team is still not satisfied with the outcome, the team may “protest” scoring. To protest scoring requires a \$250.00 non-refundable fee, which must be presented to the Chief scorer, race director or immediately following the results from the recheck. An additional inquiry into scoring will be made and the findings will be shown to the team. Once this is completed the scoring is final.

E. Inspection

1. All vehicles will be inspected during the course of the event at the discretion of the tech director. All Inspections will be performed as designated by the tech director and may vary from event to event.
2. Cars, parts and or equipment will not be considered as having been approved by having passed through inspection at any time or number of times unobserved or undetected.
3. Rules are “No Tolerance” unless specified. Failure to comply with Gresham Motorsports Park rules may result in disqualification from qualifying position, finishing position or the event entirely.
4. All Gresham Motorsports Park approved weighing, measuring, testing devices and procedures used by technical officials are the standard that determines a vehicle compliance with Gresham Motorsports Park rules and regulations. No other equipment or device may be used unless approved by the tech director. The decision of rules infractions during post qualifying or post technical inspections as imposed by tech director shall be final.
5. Gresham Motorsports Park officials reserve the right to confiscate any illegal and /or unapproved part(s).
6. Any use of components utilizing mercury shall be deemed to render the vehicle ineligible to compete in the event and such violation shall be reported to the proper authorities.
7. Gresham Motorsports Park officials reserve the right to impound the racecar at any time.
8. Any crate or sealed motor found to be illegal will be confiscated as one piece.
9. If the competitor being protested is legal, that competitor will receive the entire amount of the protest fee. If the competitor being protested is illegal, the entire protest fee will be returned to the competitor filing the protest.
10. The decisions made during the protest and the conduct in which the protest is handled is at the sole discretion of tech director.

F. Penalties

1. Penalties for violation of Gresham Motorsports Park rules are determined by the gravity of the violation and its effect on the fairness of competition, the orderly conduct of the event and the interest of stock car racing and the series. Such



penalties may include, but are not limited to, Disqualification, Suspension of a membership or license privileges, fines and or loss of points. The series director may use the following as guidelines for imposition of penalties in the situations described below, but these guidelines shall not limit the authority of the series Officials.

- a. Any competitor that performs an act or participates in actions deemed by any Gresham Motorsports Park official as detrimental to automobile racing or to series, fine of at least \$ 250.00 and competitor may also be sentenced to suspension and/or loss of points.
- b. Any competitor who permits anyone else to use his/her pit permit; Fine of least \$250.00, and/or loss of points.
- c. Any competitor who signs the release sheet or competitor pit permit for anyone else; a fine of at least \$250.00, and/or suspension, and/or loss of points.
- d. Any competitor who assaults or threatens to do bodily harm to any Gresham Motorsports Park Official or persons serving under their direction; a minimum fine of \$1,000.00, and/or suspension, and/or loss of points.
- e. Any competitor while participating in an Gresham Motorsports Park event partakes of any alcoholic beverage, stimulating, depressing or tranquilizing drugs or is otherwise under the influence; will result in a minimum fine of \$500.00 and suspension and loss of points.
- f. Any competitor who participates in fights in the pit area, or on the premises; a minimum fine of \$500.00, and/or suspension, and/or loss of points.
- g. Any car found to have traction control (working or not); a minimum fine of \$5,000.00 and loss of points for the year.
- h. ***All drivers will be held accountable for the action of their crew members and crew chiefs at all times.***

2. Race and Pit Procedures Penalties

- a. Rear of the field
 1. Involved in the accident or stopping on the track resulting in a caution.
 2. Speeding through the pit area.
- b. Stop & go penalty
 1. Jumping the start or restart.
 2. Run the stop & go sign on pit road.
 3. Start out of position.
- c. Lap(s) or time penalty
 1. Unauthorized pass of the pace car.
 2. Failure to obey Officials or flag man.
 3. Intentional causing a yellow flag.
- d. Black flag
 1. Work on car while on the track.
 2. Ignore the black flag.
 3. Rough or reckless driving.
 4. Actions deemed detrimental to auto racing.

3. Appeals

- a. A car owner or driver may file an appeal against any penalty or fine imposed by the Gresham Motorsports Park Race Director, provide that the individual submits intent to appeal letter to the Race Director with five (5) days of the penalty notice.
- b. Appeals must be in writing and accompanied by the non-refundable appeal fee of \$750.00.
- c. The Board of appeals shall be responsible for the timely and orderly disposal of such appeals. The board shall be comprised of competitors or Officials at the discretion of the series director. The time and date of such hearing will be as soon as possible at the Race Director's sole discretion.
- d. Three members shall constitute a quorum
- e. The hearing will be conducted in the manner best suited to the relevant facts.
- f. The appellant may file a final appeal against the Gresham Motorsports Park Commissioner. She/he may review information concerning the appeal and the decision may be based on that evidence or may hold another hearing.
- h. Neither the board nor the Commissioner shall order an event to be rerun.
- i. Race procedure calls are considered judgment calls and are non-appealable.

G. Points

1. Points

1st - 50	2nd - 45	3rd - 40	4th - 35	5th - 30	6th - 25
7th - 20	8th - 15	9th - 10	10th - 5	11th - 3	12th through the field - 3