



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. Eligible Cars and Bodies Guidelines

1. All competing cars will be full-sized, stock American manufactured passenger car bodies. 2009 A-B-C Body Rules apply unless otherwise specified herein. (Refer to A-B-C Rulebook and guidelines for details.) The A-B-C Body Guidelines will be posted at the websites of the series and approved body manufacturers. Also, no panels allowed extending top edge of doors.
2. Rub rails are discouraged and may only be used if they are polycarbonate.
3. At all times, the ABC "A" measurement must maintain a minimum length of 11.5 inches. Also, twenty inches (20") is the minimum length allowed for the nose, measured from the bottom, leading edge at center, up to the hood seam.
4. The air box between the nose and radiator may have no pieces wider than the radiator. No types of under-body air deflectors are allowed. All air for blowers or coolers in the engine compartment must be pulled from the nose or the radiator air box.
5. Minimum Base Weight: 2750 lbs. (see "Additional Rules" section for additional weight breaks or penalties)
6. 58.0% Maximum left side weight at all times (without refueling). For post-race total weight requirements, teams may refuel, or officials may utilize "1 lb. per lap" burn-off.
7. 66 inch maximum tread width for all cars.
8. 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.
9. Digital gauges are not permitted. In-car timing devices may not be used in competition.

**B. Engines - Basic Engine Guidelines**

1. Engines with rear mounted distributors will be located so the forward most spark plug is no more than two inches (2") from the center line of the upper ball joints. Engines with front mounted distributors: up to four inches (4") setback from centerline of upper ball joints. Crate Engines may use four inch (4") setback.
2. Engines may not be offset more than one inch (1") from centerline of car.
3. Front center of crankshaft must have at least ten inches (10") of ground clearance. Crate Engines must be at least eleven inches (11").
4. No Ford D3 or SC High-Port heads.
5. The following are the ONLY approved Ford cylinder heads: A, B, C, C3, and C35. These heads must remain unaltered other than porting and polishing. No altering of these heads will be allowed so as to change runner floor or roof height to raise port or ports, these heads will be considered high ports and are not permitted. Runner floor and runner roof heights must remain as manufactured from Ford.
6. No overhead camshafts.
7. A maximum 16 inch (O.D.) air element and housing must be used.
8. Any competitor that finishes in the top 5 may be required, at their expense, to remove the intake, heads, and/or oil pan for inspection purposes.

C. Engine Option 1 - 9:1 Compression Engine 362 Max Cubic Inches/Cast Iron Block

1. Cannot exceed 9.5:1 compression. Method of determining compression will be at the discretion of Officials.
2. Minimum valve angle: GM-18 degrees; Ford 9 degrees, with maximum 4 degrees valve cant; and Mopar 12 degrees. (+/- 2 degrees)
3. Steel or aluminum cylinder heads.
4. Steel standard production crankshaft; balancing, lightening, stroking allowed.
5. Any camshaft, any steel lifter, any rockers arms. Gear drives allowed.
6. Steel or aluminum intake. No fabricated intakes. No material may be added to production intake manifold to increase carburetor height. No welded on spacers or air deflection devices allowed in the intake. No part of carb spacer shall enter the intake.
7. 390 CFM 4bbl Part #6895 or #80507. Carburetors must pass inspection at any time regardless of temperature. Booster bar may be removed from center of booster (max inside dia. of booster .473) and the booster may be tapered from the center seam down (booster must retain .700 length minimum) but all 4 boosters must be the same style. No other modifications are allowed on carburetors.
8. 1" MAXIMUM SPACER ALLOWED BUT CANNOT EXTEND INTO MANIFOLD.

D. Engine Option 2 - Steel Head Engine 362 Max Cubic Inches/Cast Iron Block (Max Compression ratio 12.5:1)

1. Any flat-topped piston may have valve reliefs. Piston cannot extend out of block.
2. Cast or steel production crankshaft. Balancing allowed. Stroke must be within .020 of stock stroke for engine used.
3. Any flat tappet hydraulic or roller camshaft allowed.
4. Cast Iron Bowtie, Sportsman II or Iron Eagle 200 heads only. Minimum 21 degree valve angle.
5. Maximum valve size: GM intake 2.055/exhaust 1.625; Ford intake 2.085/exhaust 1.656; Mopar intake 2.020/exhaust 1.625. Minimum valve stem size 5/16".
6. Multi-angle valve job allowed, no blending between cutter and casting. No work in runners, bowls or chambers. 75 degree maximum cut on valve seat. GM heads may be port matched to Mr. Gasket #102 intake gasket. Maximum depth of port matching is 1" from machined surface; grinding only, no polishing. Titanium valves and retainers allowed. Maximum intake runner volume – 208 cc.
7. Unaltered 750 CFM 4bbl Part #4779 or #80528 Carburetors must pass inspection at any time regardless of temperature.
8. 1" MAXIMUM SPACER ALLOWED BUT CANNOT EXTEND INTO MANIFOLD.

E. Engine Option 3 - "Other Engines"

1. S.E.A.L. approved McGunegill and Hamner "Sealed Engines" may also be used. If necessary, track officials may add or subtract weight to ensure fair competition. Any tampering of seals or established construction of these engines is grounds for immediate disqualification. Additional tech rules will apply. The Sealed Engines must utilize the S.E.A.L. approved unaltered Mallory ignition system or the MSD "6-series" ignition, which uses an rpm-limiting device set to 7400 RPM for the McGunegill and 7600 for the Hamner (these RPM limits may be adjusted after further testing). Both engines must use the gauge legal, 750 carb as described in the steel head section.
2. The "ACE" Engine as commonly used in the ASA Midwest Series may also be used with a 750 carb as described in Steel Head Engines section. If necessary, track officials may add or subtract weight to ensure fair competition.



3. The crate engines as used in Pro late model divisions may also be used. If necessary, track officials may add or subtract weight to ensure fair competition. The following crate engines may be used (with no other weight breaks or deductions allowed): GM 410 horsepower crate engine - part #88958604, Ford crate engine - part #M-6007-D347SR or McGunegill Ford part #ASA 425 LM, and Dodge crate engine - part #P5007958. These engines must use a "Box Stock" 650 CFM Holley 4150 HP P/N 80541-1, with maximum 6500 RPM rev limiting chip utilized.
4. Florida SPEC Super Late Model engines may compete using the 750 carburetor described above with a 1" spacer while using a mandatory 7600 RPM rev limiter, no additional weight required.

F. Engine Option 4 – Southern Super Parts Engine

1. Engine displacement:
 - a. Maximum: 362 cubic inches.
 - b. Bore and stroke not specified.
2. Maximum compression ratio:
 - a. 11.5:1 compression.
 - b. +.5 tolerance.
3. Pistons:
 - a. Any flat top piston permitted.
 - b. Pistons must not extend out of the top of engine block.
 - c. Maximum racer cost of \$1400.00 per set.
4. Engine block:
 - a. Cast Iron blocks only.
 - b. No camshaft tubes or camshaft shielding permitted. Bottom portion of camshaft tunnel must remain open.
5. Intake:
 - a. Must remain stock. Absolutely no match porting or blasting of any kind permitted. Slotting of bolt holes, water lines and matching of sides allowed.
 - b. *Ford part #:* Edelbrock 2928, 2929, or 2934 only
 - c. *Chevy part#:* Edelbrock 2814 only
6. Crankshaft:
 - a. Minimum weight of 40 pounds (with front timing pulley or sprocket).
 - b. Maximum racer cost of \$1400.00
7. Connecting rods:
 - a. Length or journal size not specified.
 - b. Absolutely no piston-guided rods permitted.
 - c. Maximum racer cost of \$1400.00 per set
 - d. No titanium rods permitted.
8. Cylinder heads:
 - a. Brodix only. Heads may be surfaced to achieve proper compression ratio. Absolutely no other work of any kind will be permitted to the intake ports, exhaust ports, or combustion chambers.
 - b. *Ford part #:* SP STS T-1 F Std 225-SSPE. Must retain minimum valve angle of 20°.
 - c. *Chevy Part #:* SP STS T-1 Std 225-SSPE. Must retain minimum valve angle of 21°.
 - d. Multi-angle valve job permitted. Absolutely no blending of valve job below valve seat permitted.
 - e. Chamber must retain shape 3/8" above valve seat. Minimal blending due to multi-valve jobs permitted.
9. Valves:
 - a. Maximum valve size: Intake 2.08", Exhaust 1.60", Stem size 11/32".
 - b. Intake valve may be titanium or stainless steel. Exhaust must be stainless steel.
10. Valve springs:
 - a. **No Titanium springs permitted.**
 - b. Maximum racer cost: \$425.00 per set.
 - c. Titanium retainers permitted. Lock angles not specified.
11. Camshaft:
 - a. Competition Cam Part #: 21151712
 - b. Camshaft must be installed on 104° intake centerline +/- 1°.
 - c. Roller lifters, maximum racer cost of \$700.00 per set.
 - d. Maximum lift of .715" while using 1.6 rockers checked at valve with zero lash.
 - e. Maximum 1.6 rocker arm racer cost of \$1,500.00 per set.



- f. Magnetic-type push rods only.
 - g. No keyway guided lifters permitted.
 - h. No camshaft tubes or camshaft shielding permitted. Bottom portion of camshaft tunnel must remain open.
12. Oil pump:
- a. Maximum 5 stage dry sump oil pump permitted.
 - b. Maximum racer cost of \$1,250.00.
13. Oil pan:
- a. Oil pan must have 1" inspection hole.
 - b. Absolutely no sectional pans permitted.
 - c. Maximum racer cost of \$550.00.
14. Ignition System:
- a. MSD Distributors only.
 - b. Only MSD 6-series ignition boxes permitted (Absolutely no digital boxes permitted).
 - c. Mandatory 8,000 RPM Rev Limiter must be installed and fully functional.
 - d. Absolutely no crank trigger pickups permitted.
15. Carburetor:
- a. Unaltered 750 CFM 4779, 80528 Holley permitted.
 - b. Carburetor must pass inspection at any time regardless of temperature.
 - c. Maximum 1" carburetor spacer permitted on Ford motor only.
 - d. Maximum 1/2" carburetor spacer permitted on Chevrolet motor only.

G. Fuel System – Sunoco Track Fuel Only - A minimum ten (10) gallon purchase per 100 laps is required at each event.

- 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, loss of points and loss of purse.
- 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.

H. Ignition

- 1. Battery powered ignition. Vehicle MUST start under own power.
- 2. Maximum 16 Volt Battery. Car must be capable of being started with a 12-volt battery. No magnetos.
- 3. All wiring must be sealed. No unplugged wiring.
- 4. All ignition boxes must be mounted on the passenger side in plain view, out of reach of the driver. All wires to the distributor must be run separately, and not part of a bigger loom or wiring harness.

I. Suspension

- 1. No fifth (5th) coil, lift bar, or bird cage type suspensions will be permitted.
- 2. No cockpit, driver adjustments, other than brake bias.
- 3. Coil springs and spindles must be steel (unless using the approved Coleman spindle).
- 4. No traction control devices, electronic or otherwise, will be permitted. Use of traction control will be cause for immediate disqualification, loss of points, and/or suspension from future racing activities.
- 5. One shock per wheel.

J. Wheels and Tires

- 1. Right Side Tires: **Hoosier *F56, Left Side: Hoosier F45**
- 2. Steel 10" wheels only.
- 3. Bleeders are not allowed. Officials will check for hidden bleeders.
- 4. Cars must start the feature on the same tires on which they qualified. Cars running the last chance race may change tires prior to that race, but must return to the qualifying tire for the feature. Cars which run the last chance race on tires on which they qualified will be allowed to change tires prior to the feature.



Gresham Motorsports Park

2012 Super Late Model Rules and Specifications Package



5. Use of tire softening, hardening, or altering agents will not be permitted. Use of such substances will result in immediate disqualification, loss of points and money.



K. Transmission, Driveshaft, Rear End

1. Full standard type transmission only will be permitted. No Rankin direct drive, Rankin type direct drive, direct drive, cluster disconnect, quick change, or automatic transmissions permitted.
2. A minimum of one reverse and two forward gears will be required.
3. Multi-disc clutches will be permitted. Conventional clutch mounted to fly wheel only will be permitted.
4. No carbon fiber or nonstandard material clutches. The minimum clutch diameter is 5.5".
5. Driveshaft must be equipped with a minimum of two (2) safety straps. Driveshaft must be painted white. Aluminum or steel driveshafts only.

L. Brakes

1. Vehicle must be equipped with four fully functional hydraulic disc brakes.
2. No carbon fiber rotors. Only steel rotors allowed (no titanium).
3. Brake fluid circulators permitted. Liquid or gas cooling not permitted.

M. Safety

1. Radio communication to the drivers is mandatory, with a minimum of one (1) spotter for each team. Spotter will be required to scan GMP Race Control (461.2000) or have a RACEceiver locked to channel 897.
2. Approved seat belts and double shoulder harness will be required, no older than three (3) years. A crotch strap will be required. Sternum strap recommended.
3. 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.
4. Helmet must be 2000 Snell standard or better and have sticker visible for inspection. Full-face helmets required.
5. Clean full driving suit for fire protection will be mandatory, along with approved racing gloves and shoes.
6. Side plate for driver's door will be mandatory. Must be 12 inches (12") high post-to-post, 1/16" minimum thickness steel or and must be fastened with a minimum of six (6) half-inch bolts or securely welded to satisfaction of track officials.
7. Driver's window must be equipped with safety net with quick release-latch. String or fishnet-type window nets will not be permitted. The minimum net size must be 22" wide and 16" high. When latched, the window net must fit and pull tight.
8. Resilient padding designed for roll bar use must be installed on any roll cage member which can be reached by any extremity of the driver while driver is normally seated with restraints fastened. Center of the steering wheel must also be padded.
9. All lead weights must be painted white, with the car number painted on each individual piece. All lead weights must be securely fastened. No weights will be permitted in driver's compartment. Any lost weight will result in a \$10 per pound fine (**No tungsten or similar weight permitted**).
10. All competing teams must possess a minimum 10 lbs. aluminum working fire extinguisher while in attendance in pits, and this item must be presented at inspection. Car number must be painted on fire extinguisher
11. A main electrical cut-off switch needs to be clearly marked and easily accessible to safety crews.
12. Numbers must be a minimum of 21" in height, with body of each character a minimum of 3" in width and must be professionally placed on each door. A number will be required on top, readable from the infield.
13. A car number at least six inches (6") in height must be placed in the upper right hand corner of the windshield.
14. Roll cage must be constructed of 1 3/4" OD round steel tubing with a minimum wall thickness of .090". Three inches (3") maximum gussets measured diagonally must be welded in main roll cage area where a 90 degree angle exists or where the roll cage meets the main frame rails. The main frame rails and/or bolt-on clips must be steel from radiator area to behind the fuel cell.
15. No part of any cooling system may be located in driver's compartment.
16. Batteries must be securely fastened and mounted outside of driver's compartment.

N. Official Decisions

1. Any situation not specifically covered in these rules will be acted upon by the official or officials in charge at the time, whose decision will be final and binding on all participants.
2. Any disagreement over technical questions or operations will be resolved by track officials. When their decision is rendered, such decision is final and binding.
3. Continuous developments in racing may necessitate changes which cannot be anticipated at the time rules are formulated. If necessary, rules may be updated, changed, deleted or added at the discretion of the officials.
4. At certain events, to encourage participation of local competitors, the officials may alter the rules for those cars to try and create a level playing field for cars that might fall outside of the normal rules. Official decisions are final.



Gresham Motorsports Park reserves the right to change, modify, update or delete any rules as deem 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 scheduled 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. All crate and sealed motors 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 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

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