



## 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 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. If teams have two-way communication with the driver, at least one (1) crew member will be required to scan GMP Race Control (461.2000) or have a RACEceiver tuned to channel 897. If a team does not have two-way communication with the driver, then the driver MUST have a RACEceiver locked to channel 897.

IMPORTANT: Competitors are responsible for reading the "Race procedures and General Conduct Guidelines" Section following these unified rules.

## III. Rules and Specifications

### A. Sportsman – Rear wheel drive only.

1. Competition is open to 1969 to 2003 models of American manufactured hardtop passenger cars. No convertibles, compacts, sports cars, station wagons, T-top cars, or pickup trucks permitted.
2. Wheelbase must be stock for make and model of cars with wheels centered in wheel wells. 1" tolerance, left and right side.
3. Leaf spring cars are eligible as long as they meet the other rules of this division. Only rear wheel drive cars permitted.
4. Car numbers must be painted in a minimum of 24" high numerals on side panels and on the roof in a contrasting color. All lettering and decals must be in good taste.
5. Weight limit minimum of 3100 lbs with gas, oil, water and driver before race. Minimum right side will be no less than 1736 lbs before race.
6. 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.
7. No carbon fiber or titanium parts permitted on any part of any race car.

### B. Engine Option #1:

1. GM sealed crate motor Part #88958602 350ci-350 HP – Engines may be refreshed, but must maintain all original specifications.
2. *Claim Rule:*



- a. Only the top five drivers finishing a race, their crew chief or owner may claim a GM sealed crate motor Part #88958602 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.
  - b. The claim fee will be the current price of a GM sealed crate motor Part #88958602 Plus \$100. The fee will be distributed to purchase a new GM sealed crate motor Part #88958602 for the driver being claimed plus a \$100 pulling fee.
  - c. Not included in the claim are carburetor, water pump, pulleys, fuel pump, starter, spark plug wires, flywheel and clutch. A claim fee will not be accepted should GMP Officials determine the claim fee has been made on someone else behalf or the fee is from more than one party.
  - d. 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.
3. Carburetor for G.M. Crate engine only:
- a. Holly 4 barrel 650 hp.
  - b. Claimer Rule on Carburetor is 700.00 after race.
  - c. Only one nonadjustable one-piece solid aluminum spacer permitted. Maximum 1" in height, with 1 gasket per side not to exceed .065" in thickness. Openings of spacer cut perpendicular, matching carburetor base, and no larger than base of carburetor. No taper or beveling permitted.

**C. Engine Option #2:**

1. Displacement, maximum 362 CID, V8 only. Engine may not be crossed from one manufacture to another (Example: Chevrolet engine in a Ford body).
2. Block, Camshaft and Lifters:
  - a. General Motors, Ford or Chrysler cast iron small block only. Deburring permitted, but no polishing or painting inside block except in oil return holes which may be enlarged and polished. Ford block only may be posted and use plugs, plugs may not be higher than block surface. Ford and Chrysler may O-ring block.
  - b. Hydraulic cam and lifters only. No roller lifters. Maximum cam lift at valve: Chevrolet .425", Ford and Chrysler .490"
3. Wet sump internal oiling system only. Steel racing oil pans permitted.
4. Crank Rods and Pistons:
  - a. Stock-appearing after-market steel rods permitted at any length, no titanium rods permitted. No polishing or machine work allowed on rods and crankshaft other than balance work.
  - b. Flat-top pistons only permitted.
  - c. Only stock stroke crankshafts for engine size.
5. Cylinder Heads
  - a. Only cast iron stock open chamber heads for make and size of engine (example: 350 Chevrolet heads on 350 Chevrolet engines).
  - b. Aftermarket steel heads permitted (175cc maximum intake ports- 70cc chambers Minimum). Absolutely no high performance, high compression or Vortec heads permitted.
  - c. No polishing, porting or matching of ports in any manor.
  - d. Heads may be milled but must be flat cut, no angle cut heads. No extra plugs in head.
  - e. O-rings permitted in Ford heads and may be posted for strength.
  - f. Stock-type head bolts only.
6. Valves, Valve Springs and Rocker Arms:
  - a. Maximum valve size: Chevrolet, Ford and Chrysler, 1.94"/intake, 1.50"/exhaust. Titanium valves not permitted. Oversize valve stems and neck down valves permitted.
  - b. Racing valve job permitted with maximum of 3 angles on valve seat and valve face permitted. No blending valve job to casting in head.
  - c. No high performance valve springs permitted. Stock only, wire size on Chevrolet .187" OD +/- .010". No cutting head for larger valve spring.
  - d. Screw-in studs and guide plates with stock type TRW or equivalent rocker arms permitted on Chevrolet, Ford, or Chrysler heads. Polly locks permitted on rocker arm studs. Studs in head may be pinned.
  - e. Roller rocker arm permitted. No shaft rocker arms permitted.



7. Intake Manifold:

- a. Only Edelbrock Torker II intake manifold permitted: Chevrolet, #5001, Pontiac #5056, Ford: 302 engine #5021, 351 engine #5081, Chrysler: #5076.
- b. Absolutely no polishing, porting or squaring of ports permitted. No laser treating or micro holes allowed. Plenum may not be altered and no devices are permitted inside runners. No altering permitted.
- c. GMP Officials must approve all intake manifolds.

8. Carburetor

- a. Holley 2300 two-barrel carburetor model number 7448.
- b. 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.
- c. Choke may be removed, but all screws must be permanently sealed.
- d. Boosters size or shape must not be altered. Height must remain standard.
- e. Venturi area must not be altered in any manner. Casting ring must not be removed.
- f. Base plate must not be altered in shape or size.
- g. 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.
- h. Throttle shafts must remain standard and must not be thinned or cut in any manner. No silicone or epoxy allowed on throttle shafts.
- i. Any attempt to pull outside air other than down through venturis is not permitted.
- j. A minimum of two return springs are required.
- k. Only one nonadjustable one-piece solid aluminum carburetor adapter permitted. Maximum 3/4" in height, with 1 paper gasket per side not to exceed .065" in thickness. Adapter must have two holes with openings cut perpendicular, matching carburetor base, and no larger than base of carburetor. No taper or beveling permitted.

**D. Air Intake**

1. Air cleaner cannot be removed at any time during competition or practice.
2. Only round dry type paper element 14-16" in diameter, maximum 5" in height must be used in air cleaner at all times. Element may not be sprayed or soaked with any type of chemicals or liquids.
3. All air shall be filtered through element. Air cleaner housing must be of metal type. Top of air cleaner must be solid, no holes.
4. It will be permitted to shield the front area of the air cleaner up to a maximum of one half the air cleaners' diameter and not wider than the height of the air cleaner filter. Top and bottom of the air cleaner housing must be the same diameter.
5. A maximum of a 1" lip from the air cleaner to the top and bottom edges of the air cleaner housing is permitted. Nothing may direct or control the flow of air inside the air cleaner housing except the air cleaner element.
6. Cowl induction, air ducts or baffles will not be permitted on or leading to the air cleaner. An opening 2 1/2" by 20" may be cut in the hood behind the carburetor with the back edge either meeting or a maximum of 1" from the windshield.
7. A fresh air deflector will be permitted and must be placed at the center of the leading edge of the windshield directly under the hood opening. The fresh air deflector must be made of aluminum and measure a maximum of 2" down and 2" forward by 20" in width with square bends and no radius or air flow devices, end caps permitted no larger than 2" by 2".
8. Maximum of 1/2" adapter permitted between carburetor and air cleaner housing.
9. No sheet metal heat shields or any other type of air deflection device or air flow deflection device allowed past the backside of the radiator or in the engine compartment.

**E. Ignition**

1. After-market breaker less, dual point or transistor ignition permitted (O.E.M. factory type only).
2. Ignition boosters, racing coils or high performance wires permitted.
3. Alternators permitted.
4. One battery permitted, maximum 12 volt and securely mounted. If mounted inside of driver's compartment, battery must be covered with marine type box.
5. Crate engine must run MSD Soft touch (5600 chip recommended)

**F. Exhaust Manifold**

1. Any type single flange steel tube headers permitted. Exhaust system must be under car and exit behind driver. Maximum cost \$350.00.
2. No X pipes or merge collectors allowed.

**G. Clutch**



1. Stock OEM type steel clutch and pressure plate or multiple disc clutches permitted, minimum diameter 5 ½"
2. Z28 flywheel permitted on Chevrolet.
3. Clutch housing assembly may only be made from steel or aluminum.

#### H. Transmission

1. Must have OEM factory-type transmission with at least two forward and one reverse working gears.
2. No Rankin direct drive type, quick-change or automatic transmission permitted.
3. All transmissions must remain stock as produced. Absolutely no gun drilled shafts or thinning or lightening of gears permitted. Absolutely no aftermarket parts or drop outs permitted.
4. All final drives ratios must be 1:1.

#### I. Rear Ends

1. Stock type or equivalent to 9" Ford permitted in Chevrolet.
2. Ford and Chrysler rear ends permitted in Chevrolet, bolt pattern 5 x 4½", 5 x 4¾", 5 x 5" and 5 x 5½".
3. No aluminum components except for drive plate. Aftermarket trailing arms permitted. 3 link system permitted.
4. Locked and floating rear ends permitted. No cambered rear ends.

#### J. Springs – Absolutely no bumpstops or coil-binding permitted.

1. Racing coil springs and weight jacks permitted, minimum O.D. 5 ". No coil over shock type springs.
2. Cars manufactured with rear leaf spring must retain stock steel leaf springs to manufacture.
3. Sliders permitted on rear leaf spring cars.

#### K. Shocks

1. Claimer rule on shocks after the race is \$200.00 per shock.
2. Only drivers finishing the race, their crew chief or owner may claim a shock from a driver finishing the race ahead of the claiming driver. The claim will be limited to one vehicle and must be made within 10 minutes after completion of the feature event with cash only to Chief Tech Inspector. A claim fee will not be accepted should Gresham Motorsports Park Officials determine the claim fee has been made on someone else's behalf or the fee is from more than one party. Failure to pull and sell a claimed shock will result in the driver in question forfeiting all purse and points for the event.

#### L. Frame

1. Minimum ground clearance prior to race with fuel, oil, water, and without driver is 4".
2. Frame must be stock for make and year model. "X-ing" of frame permitted. Uni-body cars may link front and rear clip together with minimal degradation to floor pan. No interchanging of frames and bodies.
3. Stock-type bottom A-frames, stock type or tubular top A-frames permitted. Top and bottom may be shortened or lengthened as required.
4. Heim joints permitted.

#### M. Engine Placement

1. Engine must remain in original position.

#### N. Spindles

1. Stock, aftermarket, homemade or 3/4-ton spindles permitted. Must be steel only.
2. Heavy-duty ball joints and steering rods permitted.

#### O. Wheels

1. Racing steel wheels only, maximum rim width 10". Absolutely no "wide 5" pattern permitted.
2. Racing wheels, maximum 8 inches, permitted. Wheels must be centered, no offset. No aluminum wheels allowed.
3. Absolutely no air bleeders permitted.

#### P. Tires

1. All tires must be purchased from track vendor. **Right Side - Hoosier \*F56 (May not exceed 4/32" of tread depth). Left Side – Hoosier F45 (May not exceed 4½ /32 of tread depth).**
2. The feature event must be run on the same set of tires (all four) that the car used in qualifying or heat races. Damaged tires may be changed upon Officials approval.
3. Absolutely no altering, shaving, grooving, slicing, or soaking permitted. Any competitor found with altered tires in any fashion will be immediately disqualified from the event. Driver must also pay a \$1,000 fine prior to being allowed to compete. Any illegal tire, in the judgment of GMP Officials, will be confiscated.



**Q. Fuel Systems/Cell**

1. Fuel cell mounted in center of trunk between frame rails, strapped with 4-1" metal straps.
2. Fuel cell mandatory, maximum twenty-two (22) gallons. Must be vented with maximum 1" vent to outside left rear of body.
3. Manual, block mounted stock type fuel pumps only. No electric fuel pumps.
4. Fuel cell must have a minimum of two, made of 1" square tubing, protection braces wrapping around fuel cell from front, underneath and to back of cell and a rear protection bar of 1.75" tubing extending below the rear of frame and at least ½" below the bottom of fuel cell to cover the width of the fuel cell. Minimum clearance ground-to-fuel cell 9".
5. No icing, Freon type chemicals or refrigerants may be used in or near the fuel system. No cooling of fuel cell or fuel system.

**R. Fuel**

1. All cars must use Sunoco 110 purple only.
2. Cartridge type fuel filters only. No threaded fuel filters allowed.

**S. Starter**

1. Only OEM type starter permitted. Car must start under its own power.

**T. Radiator**

1. Aluminum radiators and electric fans permitted.
2. All cars must have catch can or hose to exit at windshield.
3. Absolutely NO antifreeze. Any coolant fluids other than water must be approved by Gresham Motorsports Park Officials. **Penalty for unapproved coolants will be \$100.00.**

**U. Brakes**

1. Stock OEM type drum or disc brakes. Brakes must function on all four wheels.
2. Only cast steel rotors permitted. Rotors must maintain a minimum of 3/4" thickness and cannot be drilled or slotted completely through. No floating rotors or self-aligning rotors. Must bolt solid at hub.
3. No aluminum, carbon fiber, fiberglass or titanium brake parts allowed. Only aluminum rotor hat permitted.

**V. Body**

1. The car body must be acceptable to GMP Officials at all times. Bodies must remain steel and stock appearing, after market rubber nose maximum 45" from center of front wheel to nose and tailpieces permitted. All body parts must have a minimum clearance of 4" prior to race with fuel, oil, water, and without driver.
2. No cutting or hulling except for hood, and to accommodate fuel cell, racing seat, door bars and roll bars. Headliner, door panels, seats, etc. must be removed. After market hoods may be used. Must be approved by GMP Officials. Absolutely no carbon fiber parts permitted.
3. Bodies must be fully enclosed from the driver's compartment to the fuel cell area.
4. Full windshield, rear window and rear quarter windows mandatory. Vent windows optional, maximum height 9". Windshield, rear window and rear quarter windows must be a minimum of 1/8" thick and made of clear polycarbonate. No side windows or glass allowed.
5. After-market brake and clutch pedal permitted.
6. Fenders and quarter panels may be cut for tire clearance. Front inner fender panels may be removed. No extra material can be added to quarter panels, doors, fenders, etc.
7. All hoods, trunks or rear hatches must be securely fastened. Doors must be welded closed. No under panning permitted.
8. Must have stock grille or screen mesh wire.

**W. Interior:**

1. Car interior must be complete and shield driver from ground, engine compartment and fuel cell area. Stock firewall and floor pan must be used. Floor pan may be cut off at no less than 6" from rear of driver's seat.
2. Car may have an installed dash panel with optional gauges. No digital gauges permitted.
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 GMP Officials at all times.
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. 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.



- 7. Rear view mirror permitted inside of car only.
- 8. Racing Seats mandatory. Must be acceptable to track officials.
- 9. Fire suit, helmet, and 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.
- 10. Approved seat belts and shoulder harness are MANDATORY. Must have at least 3" safety belts and 2" shoulder harness. Belts cannot be over five (5) years old.
- 11. Fire extinguisher must be mounted within reach of driver.

**X. Spoilers:**

- 1. Stock spoiler for body style permitted. Must be acceptable to GMP Officials at all times.
- 2. Aftermarket spoiler Maximum width 60", measured across the backside of the spoiler, maximum height of spoiler is 5". Must not extend wider than the width of the rear quarter panel at the mounting position of the rear of the deck lid.
- 3. Spoilers must be solid 1/8" sheet metal or clear polycarbonate.
- 4. No forward rudders or mounting brackets will be permitted. Minimum 4 mounting brackets or supports on the backside of spoiler.

**Y. Roll Cage:**

- 1. Minimum two point roll bars are required in driver's compartment. Round steel 1-3/4 inch OD seamless bars with .090 walls are mandatory. Roll bars must be welded. Roll cage must be box type with a cross support in the back and a minimum 9" upright support at the left front support. Must be approved by Gresham Motorsports Park Officials.
- 2. Left door must have a minimum of three bars (four recommended) and must have 1/16" minimum steel plate from frame to third door bar.

**Z. Drive Shaft**

- 1. Steel drive shaft only. Drive shaft must be painted white with car number painted in red or black.
- 2. Minimum one 360-degree loop of 1" x 1/8" steel.
- 3. Minimum 3" Diameter.

**AA. Protest Fees**

- 1. Only the top five (5) drivers, owner or crew chief may protest any vehicle finishing ahead of their car.
- 2. The protest must be made within ten (10) minutes of the completion of the event.
- 3. The fee must be made to the Director of Competition with cash only.
- 4. The protest will not be accepted should GMP Officials determine that the fee is from more than one party or on someone else's behalf.
- 5. Failure to pull a protested component will result in automatic disqualification, suspension or loss of championship points, if applicable.
- 6. The cost for protesting a vehicle will be as follows:

a. Head.....	\$400.00
b. Oil Pan.....	\$200.00
c. Check Fuel .....	\$100.00
d. Wheel Base.....	\$ 50.00
e. Left Side Weight.....	\$ 50.00
f. Suspension.....	\$100.00
g. Check fly wheel.....	\$200.00

- 7. Should any protested components be found outside regulations, the driver/owner of the vehicle in question will be disqualified from the event and be subject to fine, suspension and/or loss of championship points. GMP officials reserve the right to confiscate any unapproved components found during the protest.

**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 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 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