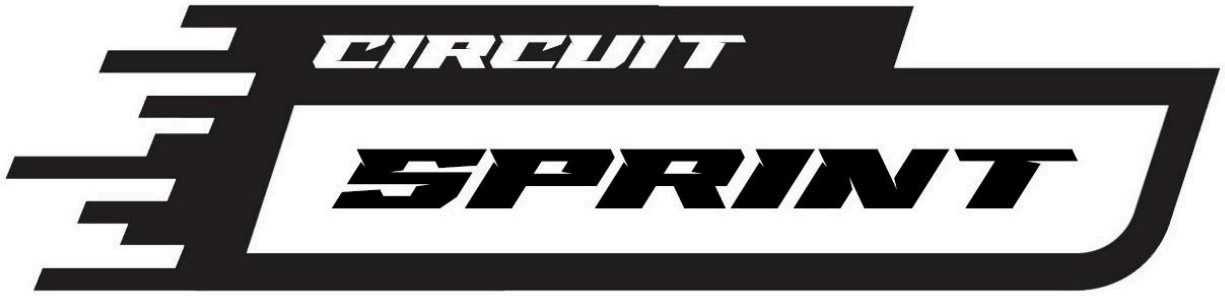


ENTHUSIAST GRASSROOTS RACING!

TABLE OF CONTENTS

MISSION, GOALS, INTENT AND PURPOSE	2
LICENSES AND LICENSING	3
RACING, EVENT ETIQUETTE AND EXPECTATIONS	3
VEHICLE TECHNICAL RULEBOOK	8
TIRE RULES	11
AERODYNAMICS	14
DRIVETRAIN LAYOUTS	16
ENGINE, ECU AND TRANSMISSION	16
SUSPENSION AND CHASSIS	18
MISCELLANEOUS	18
VEHICLE APPEARANCE AND REPAIRS	18
ROLL CAGES	20
DRIVER AND CREW SAFETY	21



MISSION, GOALS, INTENT AND PURPOSE

We believe that automobile racing should be safe, fun, fair and affordable. To achieve our mission and goals, we ask our drivers and crew members to take this message to heart.

- 1) Safety will always be our top priority. However, it is important to remember that automobile racing is inherently dangerous. We will take all necessary measures to maintain a safe environment, and we expect our drivers to do the same.
- 2) Our mission is to provide a thrilling venue where everyone can have fun and engage in friendly, yet fierce competition. We hope our drivers can compete while keeping their egos in check. At the end of the day, we all love to race, so let's not allow our egos to ruin the experience for ourselves or others. Embrace camaraderie with fellow racers and make the most of every opportunity. We are all here to have fun.
- 3) Our goal is to achieve competitive equality while allowing for a diverse field of cars with varying budgets, engineering, style, and modifications to compete in the same class. While absolute equality is not achievable due to the nature of an open-style builder series, we will strive to achieve an ideal competitive balance.
- 4) Racing can be expensive, and we aim to change that. While there are no budget caps, and we want to support racers in pursuing their passion, we have implemented strict tire usage rules to help reduce costs without compromising safety. Our ruleset aims to level the playing field for those with significant financial advantages or disadvantages.
- 5) **This is a grassroots series, and there is nothing to gain that is worth wrecking a car or injuring someone. We have zero tolerance for cheating, poor sportsmanship, or dirty driving. Our unwavering goal is for everyone to enjoy themselves, each other, and have a great racing experience.**

LICENSES AND LICENSING

- 1) Current racing licenses from other racing series will be approved upon review, and must be submitted before entrance is granted.
- 2) Unlicensed drivers with adequate advanced level HPDE, time attack or similar experience will have to complete a competition licensing course before being allowed to compete.
 - a) Various competition licensing courses are available through other organizations as well as through Circuit Sprint. For questions and details regarding licensing, please inquire via email or in person.
- 3) Unlicensed and expired license drivers with wheel-to-wheel racing experience will be reviewed and approved on a case-by-case basis.
- 4) All participants must email circuitsprint@ongridtrack.com for entry and license approvals. All questions must be submitted at minimum one week prior to the first event they wish to attend.
- 5) A driving record will be maintained within Circuit Sprint to assess drivers' actions and judgment on the track. We reserve the right to revoke a driver's privilege to race with Circuit Sprint at any time.

RACING, EVENT ETIQUETTE AND EXPECTATIONS

Off-Track

1. All drivers must follow the rules of the track and track host at all times when in the facility.
2. Show respect, be responsible and be courteous. Violators will be asked to leave.
3. All drivers are required to check-in and attend their scheduled drivers' meetings on time.

On-Track

4. All drivers must adhere to the rules of the track and track host at all times while on the racing surface.
5. Drivers may only exit their vehicle in the event of a fire or when instructed to do so by emergency personnel.
6. Crew members and spectators are prohibited from being on any racing surface, including the hot pits, during a race session.

Racing

7. The “**Right to Racing Room**” is a hot topic and we do things differently than other series you may know. We’re here to race, and to actually race –
 - 7.1. “*All the time you have to leave the space.*” - Fernando Alonso, Formula 1 Driver.
8. **Racing Room** must be given if there is **ANY overlap** between two or more cars through a corner.
 - 8.1. If the chasing car has placed their car into **ANY overlap**: before braking in a braking zone, before turn-in without a braking zone, or is alongside the leading car mid corner, they have the right to racing room.
 - 8.2. If a chase car dives into overlap in a braking zone - known as a “divebomb” they do NOT have the right to racing room and must be prepared to give up their space if the lead car chooses not to leave room.
 - 8.3. **A good rule of thumb, if there is a car alongside you, leave room.**
9. **Racing Room is ONE CAR WIDTH and a credit card** - excluding curbing and any other non-standard racing surface such as pit entry/exit or paved off-track areas.
 - 9.1. When a driver leaves racing room, it is the duty of both drivers to utilize that room without causing contact **or** causing the other driver to deviate from their line in order to avoid contact.
10. **Overlap** begins when the front bumper of the chase car is alongside the rear bumper of the lead car.
11. **Zig, not zag** ↪ this means a driver may only make one line change, or defensive maneuver between corners. This maneuver may not force a car with overlap to run off track or run out of space. Breaking these rules will be considered **blocking** and will result in penalties and/or disqualification.
12. **We encourage and expect clean and fair racing.**

Contact & Penalties

13. **Contact is always avoidable.** Make every effort to prevent contact at all times. Crashing cars and potential injuries are not worth a finishing position and will result in severe penalties.
14. We are not here to play bumper cars. Even minor contact that leads to petty cosmetic damage is strongly discouraged and may result in penalties. These penalties will be based on the driver's behavior and actions both on and off the track following the incident, as well as the frequency of incidents.

15. At-fault drivers will be determined by the race director after footage has been reviewed if necessary. If footage is somehow unavailable from the competitor who is believed to be at fault, they will automatically be at fault.
16. At-fault drivers are encouraged to take responsibility and self-report their mistakes. Offering apologies and making sincere attempts to rectify the situation with fellow competitors is always recommended. Taking these actions can lead to a less severe punishment and make you a better driver (and person).
17. Penalties will be issued based on the following criteria:
 - 17.1. Severity of incident
 - 17.2. Actions taken to avoid incident
 - 17.3. Driver's behavior following incident
18. Unsportsmanlike, irrational and rude behavior will influence penalties.
19. Penalties can range from warnings to expulsion from the series. The race director or series leader will be responsible for deciding and issuing the penalties.
20. Driver records will be maintained by the staff. Any drivers who prove to be detrimental to the series, themselves, or other drivers will be removed.

Event and Racing Procedures

21. Drivers will be given an optional brief warm-up/practice session.
22. Races will follow a "Sprint" format, lasting between 15-25 minutes, depending on the venue.
23. Qualifying will be conducted in a designated session, not exceeding 20 minutes.
 - 23.1. Crew will be allowed in the hot pits during these sessions.
 - 23.2. Vehicles exiting the track during qualifying sessions and races must report directly to parc fermé before returning to the paddock. Failure to comply will result in an automatic disqualification.
24. Parc fermé may consist of scales, dyno tests, data review, vehicle compliance checks, gear inspections, and more. Until the driver is released from parc fermé, no changes to the car, except tire pressure adjustments, may be made. Drivers must cooperate with staff, failure to do so will lead to automatic disqualification.
25. Hardship laps will be given on a case-by-case basis but will not count as any official or qualifying time.
26. Track entrance and the hot pits will be closed once a race has started, meaning no vehicles may enter the track or hot pits during a race session.

27. Grid order for each race will be available following qualifying and each race.
 - 27.1. **Race 1** – Grid will be set by qualifying time.
 - 27.2. **Race 2** – Grid will be set by the fastest lap during Race 1.
 - 27.3. **Race 3** – Grid will be a randomized 2-10 car inversion based on field size.
 - 27.4. Additional races' grid order will be set by prior race lap time, with possible inversions.
28. Pre-grid will open 15 minutes before race start, and close 1 minute before the pace car enters the track, so arrive **on time**. Vehicles not in their designated grid spot by the 1-minute mark will start at the back of the field based on arrival order.
 - 28.1. Any car that fails to reach the grid by the time the pace car enters the track will not be allowed to race.
29. Post-race procedures will resemble qualifying. The top 5 finishing drivers and anyone directed by staff must proceed directly to parc fermé.
30. Points and awards are determined by overall finishing average from the event.
 - 30.1. In case of a tie, the fastest lap time of the competitors in contention during competition sessions will serve as the tiebreaker.
31. **Point Structure: 1st - 25, 2nd - 22, 3rd - 19, 4th - 16, 5th - 13, 6th - 10, 7th - 7, 8th - 4, 9th - 2, 10th - 1, all else 0. A 1 point bonus will be given to the fastest competition lap of the day.**
32. **Race starts** will include a formation lap led by a pace car, where all drivers must maintain a single-file formation within 3 car lengths of each other.
 - 32.1. All drivers must assume a side-by-side formation three corners before the start line and remain in that formation.
 - 32.2. The lead driver will stay within 3 car lengths of the pace car.
 - 32.3. At no time can any cars switch positions or overtake the pace car.
 - 32.4. When the pace car turns off its lights and enters the pit lane, the driver in pole position becomes responsible for setting the pace of the field during rolling starts. The pole sitter must maintain a consistent pace without speeding up or slowing down until the green flag is waved.
 - 32.5. If the pace car lights are on, all drivers must follow the pace car.
 - 32.6. Any drivers who jump the start will have three corners to relinquish any gained positions or advantages. Failure to do so will result in disqualification or penalties. Similarly, drivers who excessively slow down and spread out the field before the green flag drop will also face disqualification or penalties.

Race Flags

33. **Green flag (waving):** Indicates the start of the race session.
34. **Single yellow flag** - Caution ahead. No passing or side-by-side driving once a yellow flag is reasonably in view. This rule remains in effect until a manned flag station displays no flag or a green flag is reasonably in view.
35. **Double yellow flags (mid-race)** - Full course caution. The pace car will pick up the leader, and drivers must follow in a single-file formation until the race is resumed.
36. **Double yellow (race start, waive off)** - Indicates an aborted start. Follow the lead car closely around the track and get back into formation three corners before the start line for the restart.
37. **White flag (standing)** - Signals the presence of a slow-moving vehicle ahead. Proceed with caution.
38. **White flag (waving, finish line)** - Indicates the start of the final lap.
39. **White flag, red cross** - Indicates the presence of an emergency vehicle on the track. Slow down and proceed with caution. No side-by-side racing is allowed near the emergency vehicle.
40. **Black flag (furled and pointing)** - Serves as a warning flag to notify a driver that they are engaging in improper conduct and may face penalties or removal.
41. **Black flag (with orange dot in center)** - Indicates a problem with a driver, or a mechanical failure, the driver receiving this must pit on the current lap to see officials.
42. **Red flag** - Signifies an urgent emergency. All drivers must come to a safe and controlled stop near a flag station until a black flag is displayed
43. **Black flag (standing)** - will only be displayed after a red flag, all drivers must exit the track.
44. **Any pass under yellow, black or red is an immediate disqualification and will be recorded on your driving record with Circuit Sprint.**
45. **Checkered flag** - Marks the end of the race session. The top 5 finishers and those instructed to do so must report to parc fermé, while others may return to their paddock space.

VEHICLE TECHNICAL RULEBOOK

1. Read carefully as certain modifications, drivetrains, and tires take penalties or rewards for competitive balance.
2. This one-class series allows many vehicles to compete with ECU detuning, restrictor plates, or weight ballasts.
3. Power-to-weight and tire-to-weight restrictions are in place.
4. Anyone attempting to purposely exploit the wording of the rulebook or find loopholes for unfair advantages is subject to immediate ban.
5. Removal of any illegal modification will be required in order to race. Please contact staff if you have any questions regarding legality.
6. Competitors are required to submit their Competition Sheets and Dyno Sheets via email to circuitsprint@ongridtrack.com at least one week prior to their first event of the season. Any changes require resubmission.
7. Submitted Horsepower (HP) and Minimum Race Weight (MRW) may not change during an event once an event has started, until the conclusion of the event.
8. Minimum Race Weight is measured immediately post-race, exactly as the car exited the track. This includes the driver and fuel with no changes.
9. If a car is found to be non-compliant and unable to rectify the situation, the competitor will be given one opportunity, per season, to resubmit their competition sheet during the event in order to meet compliance with accurate information.

Dyno & Procedure

10. All vehicles must be dynoed in order to determine their peak HP output.
 - 10.1. Dyno graphs will be accepted from “Dynojet” type dynos. Dynapack type dynos will be accepted on a case-by-case basis.
 - 10.2. Vehicle must be dynoed at operating temperature with the hood closed.
 - 10.3. The dyno operator must use SAE correction J1349 (this is normally used).
 - 10.4. A minimum of three dyno pulls must be conducted, and the horsepower readings from each pull shall be within a 5hp range of each other. The highest recorded horsepower will be utilized for competition purposes.
 - 10.5. Dyno graphs must be dated and are valid for up to two years.
 - 10.6. Competitors may claim more HP than dynoed on their Competition Sheet.

Horsepower, Weight and Tire:

11. The class power-to-weight ratio is **12.50 pounds per HP (12.5:1) including modifiers**. Factory built race cars without a VIN, open wheelers, and tube chassis cars are not permitted.
12. To ensure competitive balance among the diverse range of builds, nearly every car in the series will have **modifiers** applied. These modifiers serve to equalize performance across various build possibilities.
13. The modifiers consist of:

<ol style="list-style-type: none"> 13.1. Tire Tier 13.2. Engine Size 	<ol style="list-style-type: none"> 13.3. Aerodynamic Mods 13.4. Transmission Type
--	---

Base Formula

$\frac{\text{Minimum Race Weight}}{(\text{HP}) + (\text{HP Modifiers})}$	$\geq 12.50 \text{ LB/HP}$
--	----------------------------

If you know your Minimum Race Weight use this equation:

$(\underline{\text{xxxx}})\text{lbs} \div 12.50 = (\underline{\text{xxx}})\text{HP} + (\underline{\text{xx}})\text{HP Modifiers} = \underline{\text{Max HP}}$
$\text{Ex: } \underline{3000} \text{ lbs} \div 12.50 = \underline{240}\text{HP} (+\underline{20}\text{HP}) = \underline{260}\text{HP}$
$\text{Ex 2: } \underline{3000} \text{ lbs} \div 12.50 = \underline{240}\text{HP} (-\underline{20}\text{HP}) = \underline{220}\text{HP}$

If you know your Maximum Horsepower use this equation:

$(\underline{\text{xxx}})\text{HP} - (\underline{\text{xx}})\text{HP Modifiers} \times 12.50 = (\underline{\text{xxxx}})\text{lbs (Min Race Weight)}$
$\text{Ex: } \underline{240}\text{HP} - (-\underline{20}\text{HP}) \times 12.50 = \underline{3250} \text{ lbs}$
$\text{Ex 2: } \underline{240}\text{HP} - (+\underline{20}\text{HP}) \times 12.50 = \underline{2750} \text{ lbs}$

Examples of 12.50 LB/HP ratio *without* modifiers:

These guidelines provide a helpful starting point to estimate the power you would need to achieve at your specific weight level and vice versa, before considering any modifiers. Remember, you don't need tons of power to have fun.

MRW (Minimum Race Weight)

2500 MRW	= 200HP
2600 MRW	= 208HP
2700 MRW	= 216HP
2800 MRW	= 224HP
2900 MRW	= 232HP
3000 MRW	= 240HP
3100 MRW	= 248HP
3200 MRW	= 256HP
3300 MRW	= 264HP
3400 MRW	= 272HP
3500 MRW	= 280HP

TIRE RULES

1. Only listed tires are allowed to be used – predecessors may be allowed under the same Tire Tier, if not listed.
 - 1.1. In wet conditions, any 100+ treadwear DOT approved tire is allowed.
2. A HP penalty or reward will be added to your competition sheet formula from your Tire Class selection below.
 - 2.1. For example, if you use a +10HP tire, you are now allowed to make an additional 10HP.
 - 2.2. On the other hand, if you use a -15HP tire, you must make 15HP less.

TIRE TIER	HP PENALTY/REWARD	TIRES PERMITTED
“C” Tier	+20HP	<ul style="list-style-type: none"> - Hankook RS4 - Cooper RS3-R - Federal RS PRO - Toyo R888R - Toyo R1R - GT Radial SX2 - Continental ExtremeContact Force - Nankang NS2R - Xcomp H/P
“B” Tier	+10HP	<ul style="list-style-type: none"> - Dunlop ZIII - Nitto NT01 - GT Radial SX2RS - Advan AD09 - Maxxis VR1
“A” Tier	+0HP	<ul style="list-style-type: none"> - BFG Rival S 1.5 - Nexen Sport R - Falken RT660 - Kumho V730 - Nankang AR1 - Goodyear SC3 (non R)
“S” Tier	-15HP	<ul style="list-style-type: none"> - Toyo RR - Maxxis RC1 - Advan A052 - Nankang CR-S/CR-1 - Bridgestone RE71RS

Tire Allowance

- 3. To maintain fairness and affordability in this series, there will be a restriction on the number of tires each competitor can use during the season.**
4. Each competitor will be limited to a number of tire sets equal to the total number of events scheduled for that year.
 - 4.1. Example: 5 events = 5 sets (1 set is 4 tires) of tires PER competition year.
5. Tires from previous seasons can be carried over, but if they are used during any competition sessions, they will count towards the tire allowance for the new season.
6. Each competitor is required to inform a race official at registration when they use a new set of tires to be recorded. They may also declare any new tires they plan to use during online registration. Sets may only be recorded as they are used.
 - 6.1. For instance, a competitor can claim and use all 5 sets in a single event, but they will be limited to those sets for the entire season.
 - 6.2. Failure to comply with this requirement will result in immediate disqualification and/or a potential race ban.
7. Recorded tires can be freely used and swapped during events as long as they belong to the same, or a lower tier.
 - 7.1. For example, if the Competition Sheet indicates an "S" Tier tire selection, the competitor can use any recorded "S" Tier or "Lower Tier" tire during that event.
8. If a competitor switches from a higher tier tire to a lower tier tire, they may not adjust their Competition Sheet to compensate for the horsepower difference without approval for a new Competition Sheet.
9. Once the first on-track session of the event has started, the Competition Sheet cannot be changed without executive permission.
10. In the event of a tire failure, a competitor must immediately inform officials to request a "no-penalty" replacement set. This allows the new replacement set to not count towards the usage of "new" tires.
 - 10.1. Competitors are allowed to request a "no-penalty" replacement set twice per competition year, and they must provide evidence of the tire failure.

- 10.2. Failure must not be related to normal use, excessive wear, misuse, or abrasions and it must occur during the event.
- 10.3. Tires that have been “retired” due to failure (a full set of 4) can no longer be used in competition.
- 10.4. Even if only one tire is replaced, it will still count as a “no-penalty” replacement **set**.
- 10.5. Alternatively, already recorded tires may be used without penalty.

Tire Size Restrictions

- 11. Tire sizes will be limited by Minimum Race Weight in accordance to tire manufacturer’s sizing.
- 12. Tire size restrictions are in place to compensate for the advantages of lightweight vehicles and disadvantages of heavier vehicles.
- 13. Vehicles must use a maximum of the tire size listed in their weight category.
 - 13.1. Example: 2951lbs MRW = 265 section width or below.
- 14. Staggered tires will be averaged up.
 - 14.1. Example: 225 rear + 255 front = “240” = 245 meaning a MRW of 2651lbs.

Minimum Race Weight	Printed Section Width
Under 2550 lbs	= 225
2551-2650 lbs	= 235
2651-2800 lbs	= 245
2801-2950 lbs	= 255
2951-3050 lbs	= 265
3051-3150 lbs	= 275
3151-3300 lbs	= 285
Over 3300 lbs	= 295 (max allowed)

AERODYNAMICS

Front Aerodynamic Elements

- Competitors have the option of choosing ONE of the following front aerodynamic elements with no penalty, or TWO of the following with a **-5HP** penalty:

1) 2 Dimensional (flat) Front Splitter - May extend up to 5" from bumper silhouette when viewed from above.

- a) The measurement applies to only the base bumper, no add-ons will be considered for measurement.
- b) The splitter and undertray may not extend beyond the centerline of the front wheels.
- c) No direct path shall exist from the splitter to the radiator or any other vertical pass-through.
- d) The width of the splitter should not exceed the edge of the front tires when they are in a straight position.
- e) No endplates, tunnels, or diffusers are allowed.
- f) The maximum thickness allowed for the splitter is 1".

2) Front Airdam "Super Miata style" - With 2D or OEM undertray.

3) Front Lip - May only protrude up to 5" from intersecting fascia at any point (includes removable oem) with 2D or OEM undertray.

4) Replacement bumper fascia - Must be >75% similar to OEM aero profile with 2D undertray. *Email circuitsprint@ongridtrack.com example for approval.

1. Additionally, up to 2 canards (per side) will be allowed with no penalty.
 - 1.1. They may not extend further than 3" from the bumper when viewed from above, and must be less than 12" in length.
2. Tire spats and splitter pucks are allowed.
 - 2.1. Tire spats may not protrude past the splitter edge.

Rear Aerodynamic Elements

GT Wing or Lip	+0HP
Rear Diffuser	+0HP
Rear Diffuser + GT Wing or Lip	-5HP
No GT Wing, No Lips, No Diffuser	+10HP

3. A single element rear GT Wing can be utilized, following these rules:
 - 3.1. May not exceed the width of the car (excluding mirrors).
 - 3.2. Height should not surpass 5" above the roof line.
 - 3.3. Maximum of 10" rearward from the rear bumper cover.
 - 3.4. For hatchbacks and wagons, the wing may extend up to 10" above the roof line.
4. OEM spoilers are permitted and will be considered as part of the "GT Wing" category for all intents and purposes.
5. Lip spoilers, fastbacks, and duckbills can be used as long as they meet the following rules:
 - 5.1. Less than 10" in height, measured from the corner edge of the quarter panel.
 - 5.2. May not extend more than 10" rearward from the trunk surface.
 - 5.3. May not be combined with a GT Wing.
6. Cars that do not utilize any diffuser, wing, or lip-type spoiler will receive a +10HP reward.
7. Diffusers are allowed from the rear axle centerline rearward, with the following rules:
 - 7.1. May not protrude more than 10" from the rear bumper cover when viewed from above.
 - 7.2. If used in combination with a GT Wing or Lip, a -5HP penalty will be imposed.
8. Rear bumpers may be modified and trimmed so long as they cover the crash bar.

All Other Aerodynamics

9. No active aerodynamics are allowed.
10. No ground effects are allowed.
11. No flat floors are allowed.
 - 11.1. Cars with factory flat floors will be given a **-20HP** penalty unless removed.
12. Fender and quarter panel venting is unlimited but must cover the entire top of the tire when viewed from above.
13. Widebody panels are allowed.
14. Non-OEM side skirts are allowed but no elements may protrude further than the widest point of the vehicle body or tire edge when straight.
15. Hoods are unlimited.
16. Roof lips, scoops and vortex generators are allowed.
17. Front and rear bumpers must cover the impact bar.
18. Standard door shape must be maintained.
19. Mirrors are required, but unrestricted.
20. Tail and roof extensions are not allowed.

DRIVETRAIN LAYOUTS

Cars utilizing a RWD layout	+0HP
Cars utilizing an AWD layout	+0HP
Cars utilizing a FWD layout	+5HP

ENGINE, ECU AND TRANSMISSION

ENGINE DISPLACEMENT

1. In order to address the potential advantages of higher output engines, penalties and awards will be implemented based on engine displacement and forced induction.

Under 2.0L	+10HP
2.0 - 2.9L	+5HP
3.0 - 3.7L	0HP
3.8L - 4.6L	-5HP
4.7 - 5.7L	-10HP
Over 5.7L	-12HP
All Forced Induction	-10HP (added to base displacement)

2. Engine modifications are unrestricted, but engines must remain in the same general area as the original location.
3. Exhaust must exit behind the driver compartment at floor level.
4. Nitrous, nitromethane, and fully electric power units are not allowed.

Manual transmissions, < 7 Speed automatic transmissions	+0HP
Dog box, sequential, DCT, PDK, DSG, ZF8, and all other 8 or more gears automatic transmissions	-10HP

5. Aftermarket ECUs are allowed.
 - 5.1. All competitors must disclose all features utilized such as traction control, power delivery, and tune switching/altering methods.
 - 5.2. If an ECU has the capability of altering power output on the fly, data must be readily available every session to scrutineering. Failure to immediately provide data may result in disqualification.
6. Use of alternate power configurations during competition weekend are prohibited unless explicitly allowed by staff under valid reasoning.
 - 6.1. Anyone found to be using an alternate configuration file from what was submitted will be immediately disqualified and banned from competition.

SUSPENSION AND CHASSIS

1. Chassis pick-up points must remain OEM.
2. Chassis strength must not be compromised in any way, by removal or replacement of crucial components. Reinforcement and seam welding is allowed.
3. Tubular subframes are allowed as long as the suspension geometry remains unchanged.
4. Subframes designed to accommodate engine swaps are permitted as long as the suspension geometry is not altered.
5. Bracing modifications are unrestricted.
6. Active dampers, also known as active suspension systems, are not allowed.
7. Suspension modifications are otherwise unrestricted.

MISCELLANEOUS

1. Motorsports level ABS (anti-lock braking system) is prohibited, but brake systems are otherwise unrestricted.
 - 1.1. The Teves MK60 ABS system is allowed, but only with factory or CSL flashes.
2. Only solid ballasts are permitted, and they must be securely fastened using Grade 8 hardware or higher.
 - 2.1. The maximum allowable ballast is 300 lbs.
3. Lexan and other polycarbonates are permitted for use in all positions, including windshields, with a minimum thickness of 3/16".
 - 3.1. A lexan driver window must be easily removable from inside and outside the vehicle with labels for rescue teams.

VEHICLE APPEARANCE AND REPAIRS

1. This series encourages drivers to showcase their driving skills, setup, engineering and style through an open rulebook. We encourage drivers to create visually appealing race cars that reflect their passion and dedication.
 - 1.1. Maintaining a clean and undamaged vehicle promotes clean racing and minimizes contact, resulting in a better overall event experience for everyone involved.

2. To ensure vehicle appearances and conditions meet the desired standard, a strict 25% rule is enforced. Vehicles with body damage exceeding 25% may not be allowed to participate.
3. Vehicles must be kept in good repair, and any broken or loose/hanging bodywork must be adequately secured. Failure to meet safety standards may result in the vehicle being rejected from the event.
4. Vehicles should maintain a professional appearance, with no inappropriate graphics or decals.
5. Series decals will be provided and must be applied in their designated positions before the start of the event.
6. Vehicle numbers must be prominently displayed on all four sides of the car.
 - 6.1. Minimum height of 10" must be placed on the sides of the vehicle, and a minimum height of 6" should be placed on the front and rear.

VEHICLE SAFETY

1. All safety equipment must be in **current date** and **good repair**.
2. All vehicles must be fitted with onboard fire suppression.
3. All vehicles must be equipped with a quick-release driver window net.
4. SFI padding must be installed on all areas of the roll cage that may come in contact with the driver.
5. Driver's seats and harnesses must be FIA or SFI approved. Seats up to 5 years past their expiration date are allowed when used with proper roll-cage mounted back braces.
6. Each vehicle must have a master killswitch and fire suppression switch within reach of the driver and must be easily accessible from outside the vehicle.
7. Aftermarket fuel systems must be certified, and all fluid and fuel carrying lines and tanks must be separated from the driver's compartment by a firewall or equivalent fire protectant sheathing.
8. Front and rear tow points must be easily accessible on all vehicles.
9. Headlamps or light bars are required for dusk or night races, ensuring visibility without blinding other competitors.

10. At least one functioning tail light is required.
11. Batteries must be securely fastened with covered terminals.
12. If located inside the cabin, batteries must be fully enclosed, unless they are AGM or lithium.
13. Engine exhaust must exit behind the driver and cannot pass through the cabin unless protected by a sealed firewall.
14. Vehicles must be equipped with factory or equivalent strength impact bars on the front and rear.
15. Unless quick-release lexan, front windows must be removed.

ROLL CAGES

1. Minimum 6-point roll bar with side impact bars is required.
2. **The minimum acceptable roll cage tube sizing is as follows: *DRY WEIGHT****

2000 - 2500 lbs	1.50" x .095" DOM, Docol R8, Seamless 4130, or Seamless Mild Steel
2501 - 3000 lbs	1.50" x .120" DOM, Docol R8, Seamless 4130, or Seamless Mild Steel. Or 1.75" x .095" DOM, Docol R8, Seamless 4130, or Seamless Mild Steel
3001 - 4000 lbs	1.75" x .120" DOM, Docol R8, Seamless 4130, or Seamless Mild Steel
4001 lbs+	2.00" x .120" DOM, Docol R8, Seamless 4130, or Seamless Mild Steel

3. All welds must meet high-quality standards, ensuring full penetration. No gaps are permitted where any two tubes meet.
4. Bends in the roll cage tubing must be smooth, free from crushes or deformations.
5. Bolt-in cages must utilize backing plates where applicable with **Grade 10.9 or higher** hardware.
6. The main hoop, forward, and rearward bars must form a continuous structure, fitting tightly with no excess bends.
 - 6.1. The main hoop must include at least one uninterrupted diagonal bar extending from the passenger floor or shelf, to the driver's roof.
 - 6.2. The main hoop must be positioned above the top of the driver's helmet, satisfying the "broomstick" test for driver safety clearance.

7. Driver doors must have either "X" style or ladder style bars, incorporating a minimum of two vertical or diagonal bars. "NASCAR" bars are also permitted.
8. Rearward bars connecting to a horizontal bar must continue directly to the chassis or floor.
9. The harness bar should be positioned at an appropriate height and distance to ensure proper function of the driver's harness in the event of an impact or rollover.
10. Roll cages can be used for subframe and shock tower reinforcement if desired.
11. Roll cages may penetrate the firewalls so long as they are properly sealed.
12. Although not mandatory, anti-intrusion bars are highly encouraged for enhanced safety.
13. Landing or base plates must be a minimum 3/16" thick and cover an area of 24 square inches.

DRIVER AND CREW SAFETY

1. All safety gear must be in good repair with valid dates, no rips, holes or damage.
2. Drivers must wear suits that meet at least the FIA 8856-2000 or SFI 3.2A5 rating.
 - 2.1. SFI underwear is not required but recommended.
3. Drivers must wear SFI or FIA rated socks, shoes and gloves.
 - 3.1. Drivers with facial hair must wear an SFI or FIA rated head sock.
4. It is mandatory for drivers to use a HANS device for neck protection.
5. Driver helmets are required to have a current SNELL rating.
 - 5.1. DOT helmets are not allowed without an accompanying SNELL rating.
 - 5.2. Open-face helmets are not allowed.
 - 5.3. Drivers are required to keep their visors down when on the track.
6. Any driver in violation of these rules will be rejected from the event.
7. All crew must wear long pants and closed-toed shoes when inside the hot pits.
8. Refueling is NOT allowed in the hot pits.