ProAutoSports/ASA Racing National Race Program (NRP) © Open and Closed Wheel Racing Rulebook

Updated December 15, 2011

ProAutoSports/ASA Racing
2320 East Baseline Rd.
Suite 148-260
Phoenix, AZ 85042
Phone: (480) 664-3872
Fax: (480) 719-3727
racing@ProAutoSports.com
www.ProAutoSports.com

Official Disclaimer

The Auto Sports activities that ProAutoSports and affiliates are involved in are dangerous. All members, participants, guests and spectators must recognize the dangers and take responsibility for their own and others personal safety. All safety rules must be adhered to and any potential safety problems must be reported immediately to the Managing Director or Regional Director in charge of the activity.

Updates may be made to these rules without notification. They will be in effect after publishing on the official ProAutoSports web site. Members will be given a reasonable time to comply with any updates.

Permission Granted or Excluded

The General Club Regulations© are the property of Track Events, LLC dba ProAutoSports™, and are protected by copyright. There are several United States Trade Marks and Service Marks registered or applied for that are the property of ProAutoSports. Trade Marks and Service Marks are also registered or applied for in various states and are the property of ProAutoSports. The laws of United States of America and individual state laws protect these copyrights, Trade Marks and Service Marks.

ProAutoSports hereby grants permission for use and reproduction of all copyright, Trade Mark and Service Mark materials to all active members of ProAutoSports in good standing, all affiliated regions in good standing that have needs for such. The person(s) and organization(s) using and reproducing these copyright materials, Trade Marks and Service Marks under this authorization expressly recognize that the property rights remain with ProAutoSports and ProAutoSports reserves the right to deny permission of reproduction or use at any time, without cause.

This permission for use specifically excludes anyone else or any other person or organization unless they request in writing, specifying their need and then are granted permission by the Managing Director of ProAutoSports or his designee in writing.

Table of Contents

1.0 The Program

The ProAutoSports/ASA National Race Program season starts in January and ends in December. This program includes race weekends throughout the year with 1-4 races per weekend. The official annual schedule will show the events and points to be awarded for the weekend (regular points unless noted).

2.0 Points System

The season points system is based on finishing position in each race, the point's multiplier (single, double or as announced prior) plus any appearance points for out of region events. Drivers must complete 50% of the laps run in a race in order to earn points for that race. Competitors that start a race but do not complete 50% or more of the laps shall be awarded 25 points for the start.

The points per race are as follows:

- First 100 points
- Second 90 points
- Third Place 80 points
- Fourth thru Last Less 5 points per position
- Less than 50% of the Laps 25 points

The season championships will count the points earned at all events. Driver/members must run at least 50% of the season point races for the region in order to be eligible for contingency purse or bonus awards at year end. Trophies will be awarded to members who have run over 35% of the races and finish 1-3 in their class for the year.

The points awarded will be a maximum of 100 points per race except for the Feature Race which will be 200 points, unless noted differently on the official schedule. If the schedule calls for double points, then races will be scored on a 200 points per race basis except for the Feature Race which will be scored at 400 points.

The Race Program is a driver championship program and all points are awarded to drivers. If a driver changes class during the first half of the season, he or she may apply to the Regional Director to take his prior class points with him or her to the new class. During the second half of the season, a driver may apply to move their points to a new class, but it will only be done if it does not adversely affect other competitors in the same class.

If more than one driver drives a car in the same race, the points earned will be split evenly between the two drivers. All of the multiple drivers for the car must declare themselves as drivers and be registered as such for the event. If a driver's car is temporarily out of service, he can run another car of the same Class or lower performance Class and continue to earn points in his original car Class.

3.0 AMB Transponder Requirements

All race group cars must have an operating AMB Transponder on the car for all practice, qualifying and race sessions on race days. This is to make sure that the transponders are working prior to qualifying and racing. Cars without transponders will not be allowed on track race days. Friday practice days are an exception to this rule, but competitors may be asked to run them for special reasons.

If a car does not score during practice or qualifying, it will be black flagged and the driver informed so that the transponder problem can be fixed. Anyone that does not have a score during qualifying must have an operating transponder on the car for the race and will start at the back of the grid. It is the responsibility of the driver to make sure that his transponder is installed and working.

4.0 Decal Requirements

The following decals are required for the car to take the track during race days:

- 2 ASA & 4 ProAutoSports Decals must show on the front, rear, and both sides of the car.
- Car Class Decals not less than 4" tall must be on both sides of the car
- 1 ProAutoSports windshield banner on front or back window (if applicable)
- Car numbers must show on each side of the car in numbers not less than 10 inches tall Competitors may choose any number they wish as we use a transponder system to identify cars, not numbers
- Decals from other sanctions are not allowed in Spectator Events or Televised Events. Drivers may also be asked to cover or remove them at other selected events
- Contingency and other decals may be required

5.0 Grid Checks

Cars will be checked at Grid for decal compliance. Cars not in compliance will not be eligible for points or awards. They may not be able to enter the track during Qualifying or Race Sessions.

If a member in the same class thinks another competitor's car is out of class technical compliance, he may file a "Question of Compliance (QOC)" with the Tech Director, Regional Director or any National Director according with the rules in the GCR. It is the responsibility of the member to file the QOC if he thinks the other members car is out of compliance. The QOC will then be taken up with the driver of the car in question.

6.0 Awards Programs

Medallions or trophies will be awarded for the first 3 places of each class for each Main and Feature race during each event. The drivers must claim their awards from registration before the event is over. Any unclaimed awards will be recycled.

6.1 Pro Cash Contingency Program

ProCash Contingency awards will be awarded to those that run all Regional races in an event (normally Saturday & Sunday) and finish in the first 3 places in the Feature Race for their race class. There must be at least 3 cars in the class to award these contingency payments.

The Pro Cash awards for each Feature Race shall be:

- First place in class $100.00
- Second place $50.00
- Third place $25.00

6.2 Additional Contingency Programs

For additional contingency programs, please consult the ProAutoSports website.

7.0 Safety Requirements

7.1 Driver Safety Equipment Requirements

This covers the required and recommended personal safety equipment for race drivers in the ProAutoSports/ASA Road Race Program. It is the responsibility of the registered driver entered in the racing event to warrant that the driver safety equipment meets or exceeds all safety requirements in this addendum. We are affiliated with the SFI Safety Foundation- all rules using SFI specifications may be found on the SFI website: www.sfifoundation.com.

ProAutoSports/ASA cannot guarantee a driver full safety as auto racing is a dangerous sport and drivers are at risk of injury or death. Drivers should take this fact into full consideration in both their decision to race and what safety equipment they use.

7.1.1: Helmet (REQUIRED)

Drivers are required to wear a properly fitted and in good condition auto racing helmet with a SNELL SA-2005 or SA-2010 certification. The orange Certification sticker is located inside the helmet in the back of it under the Nomex© padding.

In open cockpit cars, the driver must wear a closed face SA-2005 or SA-2010 certification helmet. A closed helmet is one with a full shield normally made of Lexan for safety.

7.1.2: Head & Neck Restraint (REQUIRED)

Drivers are required to wear SFI-38.1 and FIA certified Head and Neck Restraints. The two manufacturers that meet this combined specification are Simpson's Safety Solutions with the Hybrid Pro, Hybrid Rage and HANS with the HANS Devices.

A prior version of the Safety Solutions device, the DECEL is approved for use with Karts. This device may also be used with approval as a backup device for drivers in race cars.

7.1.3: Driver Fire Suit (REQUIRED)

SFI 3.2A is the test designation and the number after the / is the level of safety. For example:

- A suit with a /1 designation can give a driver less than 3-5 seconds of safety in a fire.
- A suit with a /5 designation can give a driver less than 9-15 seconds of safety in a fire.

For more information go to the SFI Web Site and check the SFI 3.2A Spec.

Drivers are required to wear a Nomex© fire retardant driver suit. Proban or other treated cotton materials cannot be worn. The minimum level of suit is DFI-1 (SFI-3.2A/1) single layer rating. Nomex© or Carbonx© underwear is required to be worn under all /1 rated suits. The recommended suit level is SFI 3.2A/5 double or triple layer suit. Levels higher than /5 may be worn.

The drivers suit must be clean, fit well and not have any damage. The whole body including ankles and wrists must be covered. We highly recommend that drivers also wear protective underwear for additional protection. Nomex© and Carbonx© underwear both provide excellent protection.

Nylon or polyester underwear is not to be worn when racing.

7.1.4: Gloves (REQUIRED)

Drivers must wear fire resistant gloves with a SFI-5 (SFI-3.3/5) double layer rating or better. FIA Certified gloves of a similar or better rating are allowed. These gloves must be clean and in good condition without any tears or damage.

7.1.5: Driver Shoes (REQUIRED)

Drivers must wear SFI-5 (SFI-3.3/5) or higher rated fire resistant driver shoes. We recommend that they be mid top or high top shoes in order to provide protection to your ankles. Low top shoes of the SFI-5 level or higher are allowed.

7.1.6: Arm Restraints for Open Cockpit Cars (REQUIRED)

Arm restraints SFI-3.3 must be worn by drivers in open cockpit cars that do not have window nets.

7.1.7: Head Sock/Balaclava for Drivers with Long Hair or Facial Hair (REQUIRED)

Drivers with facial hair or long hair must wear a head sock/balaclava made of Nomex© or CarbonX© and SFI-3.3.

7.1.8: Underwear & Socks (RECOMMENDED)

Nomex© or CarbonX© underwear and socks are highly recommended. They add significantly to the driver's fire protection.

7.1.9: Glasses (RECOMMENDED)

It is highly recommended that any drivers wearing eyeglasses wear safety glasses.

7.1.10: Summary of Safety Equipment

Safety equipment is insurance. It can help turn a potential disaster into a simple incident. Ask yourself, "Where do I want to be Monday morning?" The quality and level of your personal safety equipment may make a significant difference on where you are Monday morning. Think about it!

7.2 Car Safety Requirements

.

This covers the required and recommended safety equipment and design of race cars for the ProAutoSports/ASA Road Race Program. It is the responsibility of the registered driver entered in the racing event to warrant that the race car meets or exceeds all safety requirements in this addendum. We are affiliated with the SFI Safety Foundation- all rules using SFI specifications may be found on the SFI website: www.sfifoundation.com. ProAutoSports/ASA cannot guarantee a driver full safety as auto racing is a dangerous sport and drivers are at risk of injury or death. Drivers should take this fact into full consideration in both their decision to race and what safety equipment they use.

7.2.1: Roll Cage Design for Unibody Race Cars

The roll cage must have a minimum of 6 and a maximum of 10 points of structural connection. Structural connection in a production unibody car is where the roll cage is connected to structural segments of the unibody. The 6 points required (#1- #6) and 4 points that are optional (#7- #10) for a unibody car are:

1-2) Bottom of A pillar on left and right side of car

3-4) Bottom of B pillar on left and right side of car

5-6) Rear shock or spring mounts to unibody on left and right

7-8) Front shock tower supports in engine or front compartment

9-10) Rear frame member that crosses the car behind the fuel cell or motor

The cage may be bolted in or welded in for White group cars. For the GT class and cars classed in PS0, all roll cages must be welded in.

The cage must provide at least 2" above the driver or passenger's helmet top.

At least one door bar is required between the "A & B Pillar" down bars on each side of car.

Additional bracing within the 10 point maximum is allowed.

The roll cage shall be made of recommended seamless (DOM) mild steel tubing or non recommended alloy steel.

The cage design shall have a halo around the top of the front passenger compartment with a roll bar across the car at the B pillar. There shall be down tubes at both A and B pillars. A cross bar shall come from one A pillar to the other unless the dashboard is structural. It is recommended that the bar from one A pillar to another should be above the steering column or located so as to not provide danger to the drivers knees in an impact. It is highly recommended that there be no Knee bar under the steering column.

The size of the roll cage seamless steel DOM tubing is dependent upon the race cars weight:

- Up to 1500 lbs: 1.375" of 0.095 thickness or 1.25" of .120 thickness
- 1501-2200 lbs: 1.500" of 0.095 thickness or 1.375" of .120 thickness
- 2201-3000 lbs: 1.750" of 0.095 thickness or 1.50" of .120 thickness
- Over 3001 lbs: 1.750 of 0.120 thickness

There shall be a 1/8" hole drilled in the driver side B pillar down post to make it possible for the sanctioning body to check the DOM seamless mild steel thickness.

7.2.2: Roll Cage Design for Tube Frame Stock Cars and GT Cars

Purpose built tube frame cars shall follow the SFI chassis specifications for the original use of the car and approved by the official sanction for the type racing it sanctions. These cars are approved for road racing.

7.2.3: Race Seats and Mounting (REQUIRED)

An approved race seat must be mounted for the driver in the car. If there is a passenger seat, it too must be a suitable race seat with minimum 6 point restraints. **The seats must be mounted according to the Manufacturers Specifications.** A minimum of two 3/8 inch or larger grade 8 bolts must be used on each side or the bottom of the seat. Sliders built to race standards may be used.

The approved race seats are:

a) FIA Certified Race Seats.

b) SFI 39.1 full containment seats equal to what is used in NASCAR® Cup Cars.

c) SFI 39.2 full containment seats equal to what is used in ASA & NASCAR® Touring Series race cars

d) SFI 39.3 Certified non full containment race seats that are used in road racing.

e) Aluminum Race Seats must be from a reputable manufacturer and have a minimum 0.120" thickness and reinforced Grade 5052 or better Aluminum. They must have either a head rest or halo.

7.2.4: Triangular Body Containment Nets (REQUIRED)

All race cars with non containment seats must have the triangular shaped net from the right side of the driver seat forward to the dash board. The net must be a SFI 37.1 Spec net with 3 horizontal and 4 vertical bars. It must be installed according to manufacturer's specifications. It must be mounted so that it can hold the weight of a drivers body in an off center crash.

SFI 37.1 nets made of nylon must be replaced on a 2 year life cycle. According to FIA data, those nets made of polyester must be replaced on a 5 year life cycle. Life cycle means from date of manufacture.

Note: Cars with full containment seats to SFI 39.1 or SFI 39.2 Spec do not need this triangular net.

7.2.5: Driver Window Net (REQUIRED)

A driver window net to the SFI 27.1 Spec must cover the driver window opening such that no part of the body including the head can come out of the car. It must be mounted strong enough to hold the body in the car in a crash. The release mechanism must be located near the A pillar are and the driver must be able to reach it and release it while belted in. The net must be mounted to the roll cage and not a door that can come open.

SFI 27.1 Spec nets made of nylon must be replaced on a 2 year life cycle. According to FIA data, those nets made of polyester must be replaced on a 5 year life cycle. Life cycle means from date of manufacture.

7.2.6: Driver Belt Restraint System (REQUIRED)

The driver restraint system (aka seat belt system) is one of the most important elements of in car safety. The driver restraint system must be mounted exactly as shown in the manufacturer's specifications. Incorrect mounting can cause the system to fail.
Six point driver restraint systems are required. Seven point systems are highly recommended. FIA and SFI research shows that the two sub belts for a 6 point system hold your lower body firmly in the seat. The third sub belt for the 7 point system holds the seat belt down in an impact so that it does not climb above the hip bones. It is particularly important for a 3rd sub belt when the seat belts are used to restrain the head and neck restraint.

The driver restraint system must be SFI 16.1 or SFI 16.5 Spec.

The nylon material belts have a 3 year life cycle. FIA data shows that polyester belts can have a 5 year life cycle. Therefore, SFI 16.1 and SFI 16.5 Spec belts made with nylon webbing must be replaced on a two year life basis. Those made with polyester webbing must be replaced on a 5 year life basis. Life cycle means from the date of manufacture.

SFI 16.5 Spec Restraint systems are higher strength and highly recommended for Blue Group Race Cars.

Restraint systems made from polyester belts are highly recommended for all cars.

Key installation issues are:

- Make sure that the belts do not twist, bend or turn as they go from the mounting points, through the seat and secure the driver. There needs to be a smooth, straight force vector from the central connection to each mounting point. Seat belt mounting points in production based cars are often in the wrong place for race car restraint system. Please install with shortest distance possible from mounting point to seat.
- Make sure that the connection points are structural points and not non structural points. They may have to take tremendous forces during an impact. Use Grade 8 or better hardware to anchor belts. Make sure that belts are not pinched at mounting points.
- Anchor the shoulder belts as close to the back of the seat as possible. 12" or less is recommended. It is best to wrap them on a cross bar that is part of the roll cage and is at the drivers shoulder level.
- The shoulder belts should be parallel plus or minus 10 degrees at the top of the shoulder as they go to the mounting point behind the seat. Do not have them go up or down more than 10 degrees as they can cause spinal compression in an impact.
- 3 bar adjusters must have the belts go through them and back and back again to work correctly.
- The seat belts should come across the hip bones and not above them.
- The sub belts should anchor under the seat at the point of the plane of the back. The two side sub belts should be anchored 4-6" on each side of the centerline of the seat.

It is important that the driver restraint system be replaced any time that is shows wear, damage, discoloration or any other sign of damage. They start out with over 7,000 psi tensile strength and can lose strength quickly when they show damage or discoloration. SFI data shows that nylon can lose 70% of its strength in 2 years. FIA published data shows that polyester can lose 30% of its strength in 5 years. That is the reason behind the life cycle of each.

7.2.7: Roll Bar Padding (REQUIRED)

High Density SFI 45.1 Spec roll bar padding must cover any roll bars or hard items that any part of your body can come in contact with during an impact. The area around the head is particularly important. This roll bar padding is fire and melt resistant. Do not use any other roll bar padding in the car as non SFI 45.1 Spec padding can catch fire and/or melt on the driver, even if it is away from the driver.

7.2.8: Arm Restraints for Open Cockpit Cars (REQUIRED)

Drivers in Open Wheel and Sports Racer Cars or any others that do not have window nets must wear SFI 3.3 Spec arm restraints to control arm movement. They must be worn according to the manufacturer's specifications.

7.2.9: Electrical Master Switch (REQUIRED)

A four pole (Battery and Alternator Switch) Electrical Master Switch must be installed in all race cars.

The recommended location is driver side “A” pillar down bar of cage, so it can be turned off by either driver or the outside safety worker. There must be a Safety Switch decal on the outside of the car near it.

In open wheel and sports racer cars it should be somewhere within reach of the driver.

7.2.10: Fuel Cells

There are 2 manufacturers of FIA FT3 Spec fuel cells in the USA: Fuel Safe and ATL.

Plastic low cost fuel calls are not allowed.

GT, Open Wheel and Sports Racers are required to have FIA FT3 Spec Fuel Cells installed.

Some cars may run with their factory installed fuel tanks. If you have a question about your car, request a review for a waiver to use the factory installed fuel tank.

It is highly recommended that all race cars have FIA FT3 fuel calls installed.

7.2.11: Fire System (REQUIRED)

Fire Suppression Systems in race cars are an important part of the safety system. Race car fires are one of the most dangerous incidents in racing. Good fire suppression systems can reduce the danger to the driver of injury due to fire.

Fire Suppression Agents:

- **Halon 1211 Inert Gas**- This agent is highly compressed in a small container that can provide enough Halon 1211 to fill the race car engine compartment, passenger compartment and fuel cell compartment more than one time when activated. This material is heavier than air and drops down in the car and then builds up, displacing the air (oxygen) from the fire. Since it is non corrosive, the Life Cycle for Recertification is 6 years for these systems as long as the cylinder pressure gage shows proper pressure.

- **Halon derivative FE-36**-This is also another inert gas that is less dense than Halon 1211 but operates in the same way, providing good fire suppression. Since it is non corrosive, the Life Cycle for Recertification is 6 years for these systems as long as the cylinder pressure gage shows proper pressure.

- **Water Based Foam Systems**- Water is not compressible, so the water based foam available during activation is exactly the size of the systems container (cylinder). A 5 lb cylinder container will release approximately 2.5 quarts of water based foam. The foaming agent in these systems is corrosive and the Life Cycle for Recertification is every 2 years with a 6 year maximum life.

Re-Filling and Certification:

Please note that SFI-17.1 systems can only be refilled and re-certified by the original manufacturer or the manufacturer's certified agent. This is true for both gas and foam systems.

System Requirements:
All Systems must have a minimum 2 discharge nozzles with 3 recommended. These should include Engine Compartment and Driver Compartment with the optional one at the Fuel Cell.

The Systems must be installed according to the Manufacturers Installation Instructions and with the hardware provided. Additional discharge nozzles may not be added to the system as they will reduce the pressure/flow characteristics of the system.

The discharge mechanism may be mechanical pull or push cable, electrical automatic or thermal automatic.

Size Requirements:

- 2.5 lb System or larger required for small Race Cars weighing less than 1,200 lbs.
- 5 lb System or larger required for medium Race Cars weighing over 1,200lbs and less than 2,400 lbs.
- 10 lb System or larger required for large Race Cars weighing over 2,400lbs.

Class Requirements:

- Yellow group: in car fire suppression system required.
- Blue group: in car fire suppression system required.
- White group:
    - 2.5 lb Halon 1211 extinguisher allowed.
    - in-car fire suppression system highly recommended
    -

Specifications Required:

- Systems using the Halon 1211 suppression agent must be from a standard manufacturer and designed for race car fire suppression.
- Systems using fe-36 suppression agent must have sfi-17.1 certification.
- Systems using water based foam agent must have sfi-17.1 certification.

Condition of System:
All systems must be kept in good condition without damage. Pressure gages must show within manufacturer's recommended safe operating range. Systems cannot be modified beyond Manufacturer's specifications normal installation instructions. Electrically automatic discharged systems must have a good, well charged battery each day of on track activity.

7.2.12: Overflow Tanks for All Engine Fluids (REQUIRED)

Overflow tanks are required for all engine fluids that can leak during time on the track.

7.2.13: Brake Light (REQUIRED)

At least one brake light is required on all race cars in the Blue and White Groups.

7.2.14: Rear View Mirror (REQUIRED)

At least one working rear view mirror required on all race cars.

7.2.15: Exhaust System (REQUIRED)

The exhaust system must exit from car behind the driver.

7.2.16: Firewalls (REQUIRED)

Steel or 0.100 aluminum or steel fire walls must separate the driver compartment from the engine, fuel cell, oil sumps or equivalent. Steel fire walls are recommended as it is possible for aluminum to melt.

7.2.17: Fuel, Oil, Coolant Brake Lines (REQUIRED)

Any lines carrying fuel, oil, coolant or brake fluid going through the driver's compartment must be braided or steel lines.

7.2.18: Mechanical (REQUIRED)

All mechanical systems must be properly installed, in good condition and with no leaks.

7.2.19: Appearance (REQUIRED)

Body and appearance of race car must be like new from 50 feet distance. Primer painted or damaged cars are not allowed on track.

7.2.20: Tires (REQUIRED)

Tires must be within the life marks and showing no damage or cords.

8.0 Closed Wheel Cars and Classes

Road Racing is a contest of drivers in many different cars, competing in a realistic type of course that includes surface changes, left and right turns and sometimes inclement weather. This type of racing simulates what we all have to do daily in our street cars. A good road race driver can adapt to the normal elements of street car driving, including wind, rain and less than perfect pavement.

Cars are classed according to their weight (with driver and gear) in pounds, their peak rear wheel horsepower, and their peak torque (normalized to sea level values) on a commercial chassis dyno. If the car has on-demand horsepower or torque augmentation such as computer maps, nitrous, water injection etc., the rear wheel horsepower and torque shall be measured with the system fully on and set for peak readings. Because there are so many types and makes of cars, this process is necessary to make it an even playing field for the drivers.

There is no guarantee that any particular vehicle or driver will be competitive in its class. ProAutoSports reserves the right to move a car into any class if deemed appropriate by a ProAutoSports Director, even if is outside of the rules below.

8.1 GT Classing

Classing in the Grand Touring (GT) group will be based on a Total Car Point system. ***Use of non-DOT tires will place your car in a GT class.*** GT classes are as follows:

Class	Total Car Points
GTO	≤ 7.00 points
GTR	10.00 – 7.01 points
GTU	≥10.01 points

To calculate your car's class, take car's Total Weight and divide it by your car's "Power Factor".

- Total Weight (**TW**) is defined as total car weight with driver and all gear (in pounds).
- "Power Factor" (**PF**) is an average of Horsepower (***hp***) and Foot Pounds of Torque (***trq***).

Example: $\frac{(400hp + 375trq)}{2}$ = ***PF 387.5***

Classing Example:

TW= 2,400 pounds

PF= 387.5

***TW/PF= 6.19 points*, placed in GTO**

8.2 GT Car Rules

GT classes are purpose built race cars and are unrestricted in modification as long as safety is not compromised.

8.3 PS Classing

Classing in the Production Sedan (PS) group will be based on a Total Car Point system. PS classes are as follows:

Class	Total Car Points
PS0	≤ 9.00 points
PS1	11.66 – 9.01 points
PS2	15.32 – 11.67 points
PS3	18.99 – 15.33 points
PS4	≥19.0 points

To calculate your car's class, take car's Total Weight and divide it by your car's "Power Factor".

- Total Weight (**TW**) is defined as total car weight with driver and all gear (in pounds).

- "Power Factor" (**PF**) is an average of Horsepower (***hp***) and Foot Pounds of Torque (***trq***).
  Example: $\frac{(300hp + 250trq)}{2}$ = ***PF 275***

Classing Example:
TW= 2,900 pounds
PF= 275
***TW/PF= 10.55 points*, placed in PS1**

8.3.1 Brake Upgrade Penalty

Any car that has brake components other than those that were included on the stock base model of the car will incur a 0.3 point deduction from their Total Car Points. Rotors and brake pad material are open.

8.3.2 Maximum Tire Size

Each class will have a maximum tire width. If a car is running larger tires than they initially class with, they will automatically be bumped up to the appropriate class. There is no restriction in wheel size.

Class	Maximum Tire Size
PS0	Open
PS1	275mm
PS2	245mm
PS3	225mm
PS4	205mm

Example: = A car initially classed in PS2 with 12.5 points that runs a 275mm tire will automatically be classed in PS1.

8. 4 PS Car Rules

PS classes are modified production based cars that must adhere to the following rules. Any modification not specifically addressed or allowed in these rules, may be allowed when approved by the Chief Technical Inspector, Regional Director or Race Director. The Production Series classes are similar to touring and sedan class rules in other groups.

8.4.1: Engine and Fuel System

. A. Fuel injection or Carburetion modification.

1. No alcohol allowed

2. Any fuel injection system or carburetor may be used.

3. Throttle linkage is free as long as safety is not compromised.

B. Fuel pump, filter types, pressure regulators and fuel lines are free.

1. Any location outside of the driver's compartment may be used.

2. Fuel lines must be constructed of metal if they travel through the driver's compartment.

C. Air cleaners may be changed, removed or replaced.

D. Any emission control device or system may be removed including the catalytic converter.

E. Ignition system is free, provided that the original OEM distributor is used for spark timing and distribution.

1. Internal components and distributor cap are free.

2. Spark plugs and wires are free

3. Timing is unrestricted.

F. Any automotive battery may be used as long as it is the same voltage.

1. Batteries must be securely mounted.

2. Battery terminals must be covered with an insulating material or tape.

G. Plastic timing gears may be replaced with metal ones, providing the original specifications are maintained.

H. Exhaust is free, provided that it vents behind the driver and away from the vehicle.

1. Mufflers are optional and not required at this time at all facilities where ProAutoSports/ASA events are held. However, we reserve the right to mandate sound deadening devices when required by the track or local authorities with advance notice.

2. Exhaust heat shields are optional and may be removed or modified in any way as long as safety is not compromised.

I. Engine lubrication systems and oil pans are unrestricted.

1. "Accusump" type oiling systems are permitted.

2. Oil lines passing through the driver's compartment must be constructed of metal or braided metal lines.

3. Dry sump systems are allowed.

4. Engine oil and additives are free.

5. Any disconnected vapor recirculation lines must vent to an oil catch can, no less than one (1) quart size, mounted outside the driver's compartment.

J. Engines must be stock appearing.

1. Maximum bore shall not exceed .040 inch over the original bore per cylinder.

2. The compression ratio in unregulated.

3. Any piston and ring combination may be used. Balancing and blue printing are allowed.

4. Manifold and cylinder head porting is allowed.

K. Any clutch and pressure plate that will bolt to a stock flywheel may be used.

1. Lightening of the flywheel, for balancing purposes only, is permitted.

2. An external scatter shield is permitted and recommended.

L. Any water pump or alternator is acceptable as long as it works as designed. Any crankshaft, alternator or water pump pulley may be used.

8.4.2: Cooling System

A. Any radiator that can be mounted in the original mounting location may be used.

1. A minimum one quart recovery can is required.

2. Glycol anti freeze type coolants are prohibited.

3. Other coolant additives such as Water Wetter are permitted.

B. Any oil cooler may be added

1. All oil coolers must be mounted completely within the bodywork.

2. No part of any oil cooler may be mounted in the passenger compartment.

C. Any cooling fans may be added or removed for either the radiator or oil cooler.

D. Thermostats are open but not required. Restrictors are also allowed within the thermostat housing.

E. Any screens may be mounted in front of oil coolers, radiator, or in front of any duct openings.

F. All air conditioner and heater components, both in the engine compartment and in the passenger compartment, may be removed.

8.4.3: Drive Train

A. Any final drive that can be mounted in the original differential/transaxle housing may be used.

B. Any limited slip or locked differential is permitted, as long as the original car manufacturer offered it, for that make and model.

C. Any transmission that was offered by the manufacturer of the car for that make and model may be used, including automatics.

D. Any transmission gears are allowable as long as there is no internal modification to accommodate those gears.

E. Any shift linkage or lever is allowable.

8.4.4: Chassis

A. No part of the vehicle, beyond the tires, shall contact the surface of the track. Any evidence of sparking shall be evidence of a violation of this rule.

B. Any shock absorber is acceptable.

1. Shock absorbers must install to the original mounting points.

2. The ability for shock adjustment from the driver's compartment is not permitted.

3. McPherson strut equipped cars may use any insert.

4. McPherson struts, which serve as the lower spring seat, shall have the seat welded to the strut.

5. McPherson strut spring height may be altered from stock.

C. Any spring that can be mounted to the original mounting location may be used and must use the original method of attachment.

1. Any spring spacer or lowering block may be used.

2. Coil-over spring/shock combinations are permitted as long as they mount to the original McPherson strut, or to a shock absorber mounted to the same points as the original shock absorber.

D. Any sway bars/anti-roll bars, traction bars, or Watts linkage may be installed or substituted. Heim joints may be used for their connection points.

E. Slotted camber/caster adjusting plates may be used, provided they are mounted to existing chassis structure. Material may be removed from the top of the strut tower to facilitate the installation of an adjuster plate.

F. Independent rear suspension equipped cars may slot and reinforce their mounting holes for purposes of camber or toe adjustment. Material may be removed from the top of the strut tower to facilitate the installation of an adjuster plate.

G. Suspension bushing material is unrestricted.

8.4.5: Brakes

A. Material specifications:

1. Brake pads, linings, and fluid are unrestricted.

2. Backing plates and dust shields may be removed or modified.

3. Brake rotors and drums must be the same diameter as stock.

4. Brake lines may be replaced with steel or Teflon lined metal braided lines. Their routing is unrestricted.

5. Brake fitting, connectors and adaptors are unrestricted.

6. Aftermarket calipers and hydraulic wheel cylinders may be used providing they mount in the original mounting location without modification.

7. Brake proportioning/bias valves or devices may be used.

8. All parking brake components may be removed.

8.4.6: Wheels

A. Any metal wheel maybe used except for “Knockoff/Quick change” type.

1. Wheels/rims may be any diameter and width

2. Wheel studs, bolts, nuts and spacers are free, as long as safety is not compromised.

8.4.7: Tires

A. Any DOT approved tire is permitted.

1. Racing, re-grooved or recapped tires are not permitted.

2. Tire size is unrestricted as long as it stays within bodywork

3. Tires may be shaved or trued.

4. Proper tire clearance must be maintained under all circumstances. No tire rub, no matter how slight, is permitted.

5. Tire tread shall not protrude beyond the body at the top of the tire.

8.4.8: Body

A. Original wheel openings shall remain stock appearing. Inner fender linings may be removed.

B. Front spoiler/air dams are permitted. Proper ground clearance shall be maintained.

C. All original bumper covers must be maintained.

D. Any glass windshields, front or rear, may be replaced with "Lexan” type material. Windshield retaining clips and strips are recommended.

E. Hood and trunk latches may be replaced with pins, or other positive latching devices.

F. Convertible tops must be retracted or all components be completely removed.

G. Sunroofs and T-tops must be removed or bolted securely in place. If originally constructed of glass, they must be removed.

H. All body molding, trim and emblems may be removed.

8.4.9: Interior

A. All interior trim and components may be removed, including dash pad, and heater core. The framework of the dash pad must be maintained for structural stability.

B. Door glass and mechanisms may be removed or replaced with “Lexan” type material, as long as minimum weight is maintained. If glass is maintained, the interior of the door must be covered with a secure material.

C. If the fuel tank is exposed by removal of the rear seat, a sheet metal firewall must be installed.

D. Steering locks shall be removed or disabled.

8.4.10: Miscellaneous

A. Fuel cells are allowed, but must be mounted as closely to the original mounting as is reasonable.

B. Headlights, taillights may be removed, brake lights shall be maintained and be operable. All other lights may be removed.

C. Windshield wiper system may be removed

D. There is no minimum weight. Weight may be checked either before going on track or after coming off track. No weight or fluids may be added before weighing after coming off track.

E. Modifying the chassis or unibody to specifically reduce weight is specifically prohibited. This includes drilling, cutting and retrofitting with lighter weight materials.

9.0 Open Wheel Cars and Classes

Road Racing is a contest of drivers in many different cars, competing in a realistic type of course that includes surface changes, left and right turns and sometimes inclement weather. This type of racing simulates what we all have to do daily in our street cars. A good road race driver can adapt to the normal elements of street car driving, including wind, rain and less than perfect pavement.

The Yellow Race Group is based on competition of open wheel and sports race cars. There are 2 segments to he Yellow Group, Yellow Group 1 is the big bore cars and Yellow Group 2 is the small bore cars. The approved classes are:

Yellow Group 1:

- **FA:** Formula Atlantic cars that meet the homologated rules from other sanctions
- **FM:** Formula Mazda and Star Mazda cars that meet the homologated rules from other sanctions
- **FC:** Formula Continental and Zetec cars that meet homologated rules from other sanctions
- **CSR:** Sports Racers that meet homologated rules from other sanctions. This includes CSR and DSR as well as others
- **FX:** For big bore open wheel cars that do not meet the homologated rules of the original or updated car class

Yellow Group 2:

- **EFC:** All Formula Continental cars that meet homologated rules from other sanctions and run a spec tire. This includes Vintage FC, Spec FC, Club FC and current FC cars. The spec Sumitomo HTR200 tires must be purchased from Carroll Shelby Goodyear. Front tires Sumitomo175/50HR13 mounted on FC 6" wide front rims. Rear tires Sumitomo 215/50HR13 mounted on 8" wide rear rims
- **EFF:** All Formula Ford cars that meet homologated rules from other sanctions and run a spec tire. This includes Vintage FF, Club FF, Spec FF and current FF cars. The spec Sumitomo HTR200 tires must be purchased from Carroll Shelby Goodyear. Front tires Sumitomo 175/50R13-72H on 5.5" wide rims. Rear tires Sumitomo 205/60R13- 87H on 5.5" wide rims
- **FV:** All Formula Vee cars that meet homologated rules from other sanctions or approved by ProAutoSports/ASA Racing
- **FF:** Formula Ford cars that meet the homologated rules from other sanctions
- **FZ:** For small bore open wheel cars that do not meet the homologated rules of the original or updated car class

10.0 Compliance to Rules

Compliance to the rules is required for all cars registered in a Race class. Non compliance will cause the car to be re-classed to a modified class, loss of points for the event or year, or other penalties at the discretion of the Race Director.

All race participants will be required to complete an official classing sheet in order to be classed correctly. You will be classed on your stated information.

In order to be eligible for any ProAutoSports sponsored contingency programs, you will need to be weighed in by a ProAutoSports sanctioned scale and provide an official dyno sheet. This is only required once annually, unless modifications to weight, horsepower or torque are made during the year.

Questions of compliance of another competitor will only be allowed if the competitor posing the question is registered in the same class and warrants that his car is completely legal.

It is the personal responsibility of a member competitor to question compliance if he believes another member's car is out of compliance. This is accomplished by notifying the Regional Director, Managing Director or the Technical Director.

The officials may require the car in question to be weighed in at track on a ProAutoSports sanctioned scale and/or have a dyno test from the official ProAutoSports dyno provider. The cost of these tests will initially be paid by the challenging member. If the car is found out of compliance, the challenged member will then repay all costs associated with the tests to the challenging member.

The inspection for compliance and all findings by the ProAutoSports Officials is final.

2012 Closed Wheel Classing Worksheet

Name: _____ Hometown: _____

Car Year: _____ Car Make: _____ Car Model: _____

Car Number: _____ Car Color: _____ Transponder #:_____

Sponsors: _____

Tire Width (Max in mm):_____ Tire Tread Wear (Lowest):_____

☐ **GT CLASS** *(Tube chassis cars & cars running non-DOT tires)*

1) Enter **Horsepower** _____ (a)
2) Enter Foot Pounds of **Torque** _____ (b)
3) Add **Horsepower** (a) & **Torque** (b), then divide by 2- this is your **Power Factor** _____ (c)
4) Enter your **Total Weight** in pounds _____ (d)
5) Take your **Total Weight** (d) and divide by your **Power Factor** (c) _____ (e)
6) Using the chart below, enter your class from your **Final Points** (e) _____

Total Car Points	Class
≤ 7.00 points	GTO
10.00 – 7.01 points	GTR
≥10.01 points	GTU

☐ **PS CLASS** *(Production based cars running DOT tires)*

1) Enter **Horsepower** _____ (a)
2) Enter Foot Pounds of **Torque** _____ (b)
3) Add **Horsepower** (a) & **Torque** (b), then divide by 2- this is your **Power Factor** _____ (c)
4) Enter your **Total Weight** in pounds _____ (d)
5) Take your **Total Weight** (d) and divide by your **Power Factor** (c) _____ (e)
6) Brake upgrade? Subtract .3 from (e). No brake upgrade? Subtract 0 from (e) _____ (f)
7) Using the chart below, enter your class from your **Final Points** (f) _____

Total Car Points	Class
≤ 9.00 points	PS0
11.66 – 9.01 points	PS1
15.32 – 11.67 points	PS2
18.99 – 15.33 points	PS3
≥19.0 points	PS4

Max Tire Width	Class
Unlimited	PS0
275mm	PS1
245mm	PS2
225mm	PS3
205mm	PS4

_____ _____ _____ _____

Driver Signature **Date** **Classing Official Signature** **Date**

By signing above, I declare that the above information is correct to the best of my knowledge. I also declare that I have read and understand the ProAutoSports/ASA Racing National Race Program Rules.

FINAL CLASS