



ProAutoSports General Club Regulations[©]

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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 OFFICAL PAS WEB SITE. MEMBERS WILL BE GIVEN A REASONABLE TIME TO COMPLY WITH ANY UPDATES.

Abbreviations Used in this Book

- PAS means ProAutoSports™
- GCR means General Club Regulations[®]
- PDP means Performance Driving Program™
- NMO means New Member Orientation™

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1.0 Introduction

1.10 Mission Statement

1.11: To provide a safe, courteous, educational and hassle free environment for high performance car enthusiasts to drive at speed and be able to move into a competition program, if one so desires.

1.20 Event Program Philosophy

1.21: The operation of the event program shall strive to make it a no hassle “Arrive & Drive” experience for the members. This shall be accomplished through the implementation of:

- Express Registration
- Tech by Exception
- Self Grid System
- On Site Vendor Program for such things as food, fuel, tire service, safety equipment and photos
- New Member Orientation & Education Programs for Members
- New Driver Orientation Programs, Novice and Advanced Street Car Driving Programs, Time Trial Programs, Race Car Programs and Affiliate Programs may be scheduled in the same event

1.30 Memberships and Privileges

1.31: Members are individuals that have satisfied the requirements of Members in Good Standing at both the National and Regional levels and with Professional Affiliates and Marketing Partners. A member must satisfy the following criteria to be in Good Standing: (1) all dues and financial obligations must be current, (2) the member is not under any suspension, and (3) there are no actions pending that may result in suspension or discharge. Members in Good Standing are eligible to participate in PAS Sanctioned Events at the National, Regional, and Professional Affiliate levels.

1.32: Membership Dues are set by PAS and are due and payable each year on January 1st. Memberships not current by March 1st will be suspended from Good Standing until brought current. If a member joins between January 1 and September 30th, his membership is good for the calendar year in which he joins. If the member joins from October 1st through December 31st, the membership is good for the 4 quarter of the current year and all of the subsequent year.

1.33: Memberships are considered family memberships, covering the spouse and children of the person applying for and granted membership. Exception: when there is more than one driver participant in a family, each has to have their own membership/license.

1.34: Under special conditions, the PAS Managing Director or Regional Director may approve a temporary or complimentary membership to a PAS sanctioned event. A membership application must be completed and signed off by Director authorizing such.

1.35: Membership privileges may be suspended for cause by a Regional Director. The PAS Managing Director may terminate membership privileges at any time, with or without cause. A member may resign membership at any time without cause. Terminations and resignations must be submitted in writing.

1.36: There are 4 levels of membership/licensing established.

1. General Membership is for non-driving members. These members will receive the ProAutoSports News and membership privileges.
2. Performance Driving Licensed Membership is for members driving in the PDP streetcar groups. This Membership/License will be issued to all drivers that have successfully completed the Driver Orientation Class. This Membership/License also serves as the Novice Permit for moving up to a Competition Licensed Member. These members shall receive the ProAutoSports News and membership privileges in the PDP Program.
3. National ASA Crew Membership is for non-driving crew and family who want to receive \$500,000 additional medical insurance
4. National Competition ASA Licensed Membership is for members racing in the racecar groups. This includes \$500,000 in additional medical insurance. The Regional Competition Licensing Director will evaluate new racecar drivers wishing to run in the racecar groups, and the license issued when approved. The evaluation will consider experience, education and on-track performance. A PDP Membership/License will be required as a novice permit in the event that the

Competition Licensing Director deems it necessary for the member to get some competition driving experience before issuing a National Competition License Membership.

1.37: Please note that the PDP and Competition Licenses are included with the membership. One combination membership/license card is issued. Physical exam forms are not required for any level of licensing membership. Licensed Members are responsible to themselves and the other members for being in good health and physically capable to drive. This is part of the agreement all drivers provide during registration and is so stated on the registration form. ProAutoSports reserves the authority to exclude driving by any member where health and capability are a concern.

1.40 Additions and Changes to the Organization

1.41: Additions and changes may be made to the organization under the authority of the PAS Managing Director.

1.50 Rules and Regulations

1.51: GCR is the official General Club Regulations provided and amended through the National Office and approved by the Managing Director.

1.52: The National Race Program Rules or (NRP), govern all classing rules

1.53: All activities, sanctioned events, and programs run by PAS or Regional Affiliates are subject to the General Club Regulations (GCR), National Race Program (NRP) any Special Supplementary Rules (SSR) issued. The Regional Director or PAS Managing Director may temporarily modify a rule due to environmental considerations for a specific event with a SSR if it is deemed necessary.

1.54: All members, participants and spectators are subject to the rules and regulations in the GCR, NRP, and SSR. In the case of conflict with any of these rules, the Regional Director or PAS Managing Director has the final ruling authority.

1.60 Insurance

1.61: General Liability Insurance in the amount of \$5,000,000 is in effect at all events.

1.62: Secondary Participant Accident Insurance in the amount of \$50,000 is in effect for all members during the event.

1.63: In the Performance Driving Program and New Member Orientation Class for street vehicles, there is Collision insurance available. Normal automobile insurance may or may not cover any incidents. If you have questions on your insurance coverage, check with your insurance agent. When speaking to your agent, make sure that they know that this is a Performance Driving Education Program that is designed to improve your driving knowledge and skills.

1.70 Duties of Officials

1.71: Race Control Official is responsible for all elements of the on-course activities and maintaining the schedule during the event. The Race Control Official has the added responsibility to assign and manage the activities of all Course Officials, which include the Starter, corner officials, pit and paddock officials, grid officials, and others as required. The Race Control Official may also be the Starter.

1.72: PDP Director, whose duties shall be that of managing, directing and controlling the Performance Driving portion of the event.

1.73: Chief Driving Instructor whose duties shall be to manage the New Member Orientation Class and other educational programs held during the event.

1.74: Registration Director, whose duties shall be to handle all registration and administrative duties prior to and during the event.

1.75: Timing and Scoring Director, whose duties shall be to operating the timing and scoring function.

1.76: Safety Director, whose duties shall be to manage all safety functions, including rescue, medical, towing, pace car, track safety and incident safety.

1.77: Technical Director, whose duties shall be checking cars and drivers for compliance to safety equipment rules and for compliance to class rules.

1.78: Group Director, will act as a representative for a specific run group

2.0 Performance Driving Program and New Member Orientation

2.10 New Member Orientation

2.11: The New Member Orientation Class is required for all first time drivers. The program includes classroom and on-track exercises. There is approximately 2 hours of classroom and 1.5 hours of on-track instruction during this one-day class. You will learn about the track and driving techniques. It will make you a more skillful driver on the street and on the track. Upon successful completion, the students are awarded a Certificate of Completion and will receive a ProAutoSports Performance Driving License, which allows them to move into the Novice, Intermediate or Advanced Groups of the Program. This license does not make them eligible for driving in any race group.

2.20 Minor Age Participation

2.21: Minors (14 years old and older) are eligible for the New Driver Orientation Class, the PDP Program, passenger and the Race Program with a minor waiver signed by both parents or legal guardians and with that person at the event during the minor's participation. In addition, the minor must complete all requirements for the level of program participated in.

2.22: The New Member Orientation Class is open to minor age children and is recommended for them prior to their obtaining a state drivers license. They must have the physical and mental skills required in order to be approved.

The required safety equipment listed in the GCR for the level that the minor age child is participating must be such that it fits and works properly.

Students will learn about cars, car control, safety and driving techniques. In one weekend, their skills will normally improve dramatically. The Certificate of Completion may qualify them for discounts with some insurance companies.

2.30 Performance Driving Program

2.31: This Performance Driving Program (PDP) is designed as an introduction to performance driving for members with street legal vehicles. It is a four step educational program for members to learn to drive their vehicles better on the street and at track events.

Competition, timing of vehicles or racing are not allowed. Education, safety, confidence, courtesy and enjoyment are the goals of the program. Driver instruction is available at all levels of the program.

Keys to the success of this program are that the drivers learn car control at speed, defensive driving techniques, along with basic instruction on use of the car's controls including steering wheel, throttle pedal, brake pedal and transmission shifting. A preliminary introduction to weight transfer for car control is part of this program.

Members may choose to remain at one of the levels of this program or move up as their skills and understanding of the performance driving concepts allow.

The Novice, Intermediate and Advanced Performance Driving Program Groups include on-track and personal instruction as requested by the member or the Chief Driving Instructor to achieve the member's goals.

2.40 Passengers

2.41: A single passenger is allowed in the PDP Program street car groups except for the New Driver Orientation Class. The passenger must be registered as such, sign a waiver, and have the same safety equipment as required for the driver. Passengers are not allowed in the Race Car Program except for situations where driving instructors are providing instruction during a practice session or special session. The PDP Director or Regional Director may revoke passenger privileges at any time.

2.50 PDP Groups

2.51: X GROUP: New Member Orientation Class. This is required for all new drivers without experience on the track. Passing is limited.

2.52: RED GROUP: Novice street car group for drivers with limited experience driving at speed on a racetrack. Passing limited to straight-aways.

2.53: ORANGE GROUP: Intermediate street car group for drivers with driving experience on the racetrack. Passing allowed on straight-aways and in turns with driver point by.

2.54: GREEN GROUP: Advanced streetcar group for experienced drivers. Passing is allowed anywhere with courtesy.

3.0 Track Safety and Flags

3.10 Track Safety

3.11: Track safety is provided by 3 separate functions. First, there are On-Course Officials that man the track corners. They are a communications tool to the drivers, race control and the safety crews. Second, the Safety Crew is made up of trained firefighters, many of whom also have paramedic training. They take control of an accident scene and perform rescue services as needed. Third, there is commercial Ambulance and Paramedic Crew on site. They attend to any personal injury situations. The racetrack may provide the Safety Crew and Ambulance Service.

3.12: On-Course Officials (corner officials) are not safety, fire and rescue officials. The Professional Safety Crews are charged with that responsibility. The responsibility of the On-Course Officials during an incident is to communicate the incident properly to Race Control, communicate the problem to the drivers on track thru the use of the flags, and assist the Professional Safety Crew to reach the scene promptly and safely without leaving their corner station position. It is the function of the On-Course Officials to try to minimize the opportunity for the incident to get worse. In the case of fire, one On-Course Official may leave the corner station with a fire extinguisher and shoot it to help control the fire until the Professional Safety Crew arrives. This must be done in a manner that does not pose any safety hazards to the On-Course Official.

3.13: The Safety Crew(s) and Ambulance(s) may dispatch themselves to go to an incident. It is not necessary to wait for Race Control to do so, if in their judgment the incident is such that their services are needed. They can dispatch on a hot track if in their judgment it is safe to do so. They shall report they're self-dispatch to Race Control who shall direct a white flag situation. Time is of the essence in emergency operations.

3.14: The decision to Transport a driver or passenger to the Hospital, by land or air, is the responsibility and authority of the Safety Director or the Ambulance crew.

3.15: The Safety Crew may perform hot track tows, if in their judgment it is safe to do so. They may call Race Control and request a full course yellow or black-flags if they deem the situation too dangerous.

3.20 Flags

3.21: The Starter and Corner Officials use flags to communicate with the drivers. There are 2 types of flags, command flags and informational flags.

3.22: Command flags are those that communicate a command that must be acknowledged and obeyed by the driver. These are:

- **Green Flag** means start of session or race. Cars may run at speed.
- **Checker Flag** means end of session or race. Cars should slow down and exit track to paddock.
- **Black Flag** means the Course Officials would like to talk to you. Come into hot pit lane ASAP.
- **Black Flag with Orange Ball** means Course Officials think there may be something mechanical wrong with your car. Come into hot pit lane ASAP. If you smell oil, fuel or coolant, please get off the race line and if serious, get off the track and stop. Keep all safety equipment on and wait for Safety Crew to arrive and tell you what to do.
- **Red Flag** is only used when the track is completely blocked and means carefully come to a stop along the side of the track near the Flag Stand, shut engine off and wait for instructions from the Course Officials. Be very careful that cars behind you do not hit you in the rear end. If the incident is blocking the track in front of you, pull off and stop carefully where you are.

3.23: Informational Flags are those that communicate information to the driver but are not a command. These are:

- White Flag means a slow vehicle is on track. It may be a safety vehicle or a slow moving racecar. Beware and be careful.
- Waving White Flag at Start Finish during a race means one lap to go.
- Yellow Flag means there is an incident on track ahead. Slow to a safe speed, look for the incident and do not pass after a yellow flag until you are clear of the incident and past the last yellow flag.
- Waving Yellow Flag means there is an incident on track immediately ahead. Follow the instructions above for yellow flag.
- Blue and Yellow (or white) Flag means that a faster car is coming up behind you. Be predictable and run your line or point the car by when ready to pass you,
- Red and Yellow Flag means that debris or fluid is on the track ahead.

3.30 Damage Rule and Participant Agreement

3.31: Our damage rule recognizes the victim of a multi- car incident. If a car is out of control or is attempting a pass and causes damage to another car, the driver of that car is suspended until a satisfactory agreement is reached with the owner of the damaged car as to restitution. Once that is done, the offending driver may be put on probation. Another incident while on probation is reason for permanent suspension. Streetcars may be covered by their auto insurance for accidents during Driver Orientation and educational events. When there is damage to track property, participants will be held responsible for payment to cover the repairs required.

3.32: Drivers involved in an incident are to report to the Race Director as soon as possible after coming off track. We appreciate drivers settling the Damage Rule issue between them.

3.33: By submitting an application for an event, participant entrants certify that they understand and will abide by the agreement on the application, which states, "I am attending this event as a participant for fun and recreation. I agree to follow the directions of the event officials. I understand that I may be excused from participation without refund and asked to leave the facility if the event officials deem my driving unsafe, of if my behavior or that of anyone with me is deemed detrimental to the event. I agree that I willingly accept the risk of driving in the event, knowing that it may be dangerous. I understand that I am responsible and accept the liability for, the safety of any passengers that I take out in my car during the event. I hereby release Track Events LLC, officials, officers, directors and affiliates for any and all liability for damage to my car or equipment, theft of same, injury of myself or anyone accompanying or riding with me, whether adult or minor, which may result from my participation in this event. I agree that I will clean up my paddock area during and at the end of each day before leaving the facility. I will not damage the facility or leave fluids such as oil, fuel or coolant on the pavement. I will dispose of them in containers provided by the track or take them with me. I understand that if I damage the facility in any way, including an on-track incident, that I will be held liable to pay for that damage. I understand that my entry fee is not refundable without just cause determined by the Regional Director, but may be applied to a future event at his discretion. I understand that this event is governed by the ProAutoSports General Club Rules, and in case of dispute, the discretion of the Regional Director is official. I understand that the event will be run rain, shine or snow and that I will not be refunded due to weather. I certify that I have been examined by a Physician and am physically fit to participate in a high stress, physically demanding driving event. I am not pregnant, suffering from any diseases or disorders or under any drugs, legal or illegal, that would affect my performance during this event. I understand that the use of any illegal drugs by myself or the people with me will subject us to immediate dismissal from the event and facility."

4.0 Driver Safety Requirements

4.10 Disclaimer

4.11: It is the entrant's (driver) responsibility to provide conformance to the PAS GCR and any additional rules. This means that it is the driver's responsibility to confirm that all safety equipment is in place and meets or exceeds regulations while on track during an event. If a driver or participant has any questions, he must address them to a Director before assuming compliance to the regulations. While these regulations do not guarantee or imply full safety so that injuries or death will not occur, they are an effort to keep drivers and participants as safe as possible. Any driver that takes a car out on track that is not in compliance is subject to suspension or dismissal of membership privileges.

4.20 Compliance Check

4.21: The Technical Director and Grid Officials will check each entrant's compliance to safety rules. The Technical Director and his team shall roam the paddock making visual checks of the driver's safety equipment. In addition, a visual check will be made at Grid each time a car lines up to go out on track. Cars, drivers or passengers not in compliance will not be allowed on the track. These Compliance Checks are done as assistance to the driver who has the ultimate responsibility for compliance.

4.22: Race Drivers safety equipment shall be checked during annual inspections of the car safety requirements.

4.30 PDP Driver Required Safety Equipment

4.31: Streetcar Drivers in the Performance Driving Program are required to have a Snell or DOT rated helmet, in good condition with proper fit, less than 10 years old. The Snell rating can be S, SA or M.

4.32: Streetcar drivers in the PDP should wear cotton-based clothing suitably covering the body and sports shoes. No open shoes or high heels shoes are allowed.

4.33: Drivers in racecars in the PDP are required to wear the safety equipment required in the National Race Program. The only exception is for passengers. When approved by the Course Officials, passengers may wear the same safety equipment as required in the PDP program for streetcar drivers.

4.40 Race Car Driver Required Safety Equipment

4.41: Please refer to the National Race Program Document for detailed information.

5.0 Car Safety Requirements

5.10 Disclaimer

5.11: It is the Entrant's responsibility to present a car that meets or exceeds the safety requirements and GCR or other rules for the program and group that he is participating in. Conformance to these regulations is not a guarantee that injury or death will not occur. These regulations are an attempt to minimize that possibility. If there are any questions regarding car safety, they must be addressed to a Director before taking the car out on track. Any member that takes a car out on track that is not in compliance with the GCR and other rules is subject to suspension or dismissal of membership privileges.

5.20 Compliance Check

5.21: PDP cars shall be checked each event as part of the roaming tech inspection. They shall also be checked when they come to grid. Cars not in compliance will not be allowed on track. These compliance checks are made as assistance to the driver entrant who has the ultimate responsibility for compliance of the car.

5.22: The Technical Director or his assistants shall check each race car for compliance to safety rules at each event. A visual check will be made each time a car comes to grid to go out on the track. Cars not in compliance will not be allowed on track. These compliance checks are made as assistance to the driver entrant who has the ultimate responsibility for compliance of the car.

5.23: Annual Tech of Race Car is done as part of the compliance check program. If a vehicle does not have a current annual tech, it shall be done automatically at the event.

5.24: Car logbooks are optional. To get them stamped at each event, they must be turned into Registration. The Technical Director will return them to the entrant after the entrant's logbook and car are checked for compliance. A log of car needs found in compliance checks shall be kept by the Technical Director until such items are brought into compliance.

5.25: Annual inspections by other recognized sanctioning bodies are accepted by ProAutoSports. The Technical Director shall determine the sanctioning bodies that are recognized.

5.30 PDP Car Safety

5.31: PDP Street cars shall be in good mechanical condition, with good tires and brakes. There shall be no fluid leaks. The side windows shall be down. All loose objects in the passenger compartment and trunk shall be removed.

5.32: Convertible or roadster type cars must run with their top up unless there is either a factory installed bar or an aftermarket roll bar as part of the car.

5.33: Street vehicles must have the manufacturers' standard seat belts and Safety equipment.

5.40 Race Car Safety

5.41: Please refer to the National Race Program Document for detailed information.

6.0 Participant Conduct during an Event

6.10 General Conduct

6.11: All participants, spectators, officials shall conduct themselves and those they bring with them as ladies and gentlemen. This is a family oriented organization and a calm, friendly demeanor is required. Noisy, abusive behavior, swearing or lack of respect for other participants, spectators or officials will be rewarded with ejection from the event and facility.

6.20 On-Track Conduct

6.21: Drivers are expected to show courteous conduct while on track. Over aggressive driving, deliberate attempts to intimidate other drivers, deliberate contact with another driver, or any other action on track that is deemed inappropriate for this organization shall be reason to suspend the offensive driver from the current event or from the organization.

6.22: Pit Lane is considered part of the live track. Participants shall be aware of the dangers of being in the hot pit lane. Crewmembers may service cars, counsel with the driver, or otherwise help the car and driver in the hot pit lane. These things must be done in a safe manner. Mechanical work on the car shall be done in the paddock. There is no penalty for taking the car into the paddock to work on it. Each crew shall have a fire extinguisher available when their car comes into pit lane. Spectating, children and non-participants are not allowed in the hot pit lane.

6.30 Paddock Conduct

6.31: Alcoholic beverages are not allowed before, during or after the day of an event.

6.32: Paddock speed is 5 mph for all motorized vehicles, including racecars.

6.33: The driver shall arrange his paddock space as efficiently as possible. This includes moving non-essential vehicles (street cars, open trailers, tow vehicles, etc) to a parking area away from the paddock to conserve space for other participants.

6.34: Only drivers with state driver's licenses may operate motorized vehicles in the paddock area. Skateboards and other wheeled vehicles may not be used for recreational purposes in the Paddock area or on premises of the race facility.

6.35: Designated fire lanes must be kept free from parked vehicles. Fire lanes are at least 20 ft wide.

6.36: Fuel stations require clearance of 25 ft minimum in case of spillage and fire. Therefore, no parking or set up of paddock area within the 25 ft limit of any fuel dispensing operations.

6.37: Participants shall make sure that everyone with them knows the dangers of the paddock, particularly from the movement of racecars without warning devices.

6.38: Participants shall help keep the fire lanes free for traffic at all times. This means also helping other participants and spectators to keep out of the way of traffic in the Fire Lanes.