



NASCAR Track Rules and Regulations

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1 General Disclaimer Statement

IT WILL BE EVERY DRIVER'S RESPONSIBILITY TO READ AND UNDERSTAND ALL THE RULES SET FORTH HEREIN AND HE/SHE WILL BE HELD RESPONSIBLE FOR ANY NONCOMPLIANCE. The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and, by participating in these events, all participants agree to comply with these rules.

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH, THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official. The race director shall be empowered to impose further restrictions that in his/her opinion do not alter the minimum acceptable requirements.

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT THEREFROM. Any interpretation of these rules is left to the discretion of track officials.

THEIR DECISION IS FINAL.

2 General Rules

Alaska Raceway Park (hereafter "ARP") is in the entertainment business. Drivers, Owners, Crew, and ARP Staff cooperate to provide an exciting level of entertainment. All rules, race scheduling, and structure will be designed and implemented to support a balance between competition and entertainment value. Accordingly, drivers and crew are expected to conduct themselves as professionals always.

These rule and regulations are designed to govern driver and crew member conduct during ARP racing events. When participating in these events, all ARP drivers are required to comply with these rules. While ARP makes no claim of guaranteed safety, these rules are enforced as a guide for the conduct of the sport.

ARP may elect to change any rule at any time to improve safety, reduce the cost of racing, or maintain equal competition.

2.1 Racing Season

All classes should run all races for the season.

2.1.1 Amendment of Rules

ARP reserves the right to add to, delete, supersede, or modify any rules, exhibits, or drawings that ARP deems necessary for the betterment and/or safety of racing. The ARP rules may be amended at the annual meeting with subsequent publication in the ARP rulebook. In addition, track management may issue amendments during the racing season in the form of serially numbered and dated technical bulletins which may be distributed and made available to participants at event drivers' meetings. Participants shall be responsible for being aware of and complying with all such amendments issued in the form of technical bulletins.



2.1.2 Competitor Obligation

Every driver must inspect the racing surface and the race track area to learn of any defects, obstructions, or anything which in the driver's opinion is unsafe, and the driver shall report that condition in writing to an ARP track official. Any driver entering any racing event is considered to have inspected the track and determined that all conditions are satisfactory. If the driver does not feel that conditions are satisfactory, then the driver should not race. The driver further acknowledges that the driver is aware that auto racing involves risks and by competing in an event the driver assumes these risks with full awareness and knowledge.

2.1.2.1 Accidents with Injuries

When involved in an accident involving injury to yourself, advise track officials immediately so the necessary reporting will be accomplished.

NO CLAIMS WILL BE CONSIDERED UNLESS REPORTED PRIOR TO LEAVING THE RACEWAY PROPERTY THAT DAY.

If you are physically unable to complete the necessary reports, a crew member must take the responsibility of reporting the injury and making sure that all paperwork has been completed prior to leaving the raceway to insure benefits can be received. See rule 2.1.6.5 *Injuries*.

2.1.3 Finality of Decisions and Interpretations and Covenant not to Sue

The decisions of ARP race officials at a sanctioned or non-sanctioned event, including the interpretation and application of rules and the scoring of positions, shall be final, binding, and non-appealable, except as provided in paragraph 2.1.10 *Protest Rule Application*.

2.1.3.1 Interpretation and Application of Raceway Rules

All participants, as a condition of participating in an ARP event, agree that all decisions of the raceway track officials regarding the interpretation and application of raceway rules and scoring of positions shall be non-appealable.

2.1.3.2 Covenant Not to Sue

All participants covenant and agree that they will not initiate any type of legal action against ARP and/or ARP officials to challenge such decisions, to seek monetary damages, to seek injunctive relief, or to seek any other kind of legal remedy. If a participant pursues any such action which violates this provision, the participant expressly agrees to reimburse ARP for all its attorney's fees and costs in defending against such legal action.

2.1.4 Violation of Spirit or Intent of Rules: Unsportsmanlike Conduct

Any participant who defies or violates the spirit or intent of the ARP rules shall be considered to have engaged in unsportsmanlike conduct and shall be dealt with by ARP track officials depending on the nature of the infraction.

2.1.5 Reserved Participation Right

The ARP track reserves the right to refuse to accept the entry of any car or participant. Furthermore, the track reserves the right to revoke or cancel entry or any participant's right to be on the track



premises if it is felt or determined that a participant's presence or conduct is not in the best interest of the sport of auto racing, the other competitors, track management, and/or employees of the raceway.

2.1.6 Driver Responsibility

The driver shall be the sole spokesman for the car owner and team members in all matters pertaining to the event. At all events, the driver assumes responsibility for the actions of his/her owner and team members and may be subject to disciplinary actions as a result.

2.1.6.1 Code of Conduct

There shall be no verbal abuse, cursing, or mistreating another person. Courteous conduct is expected from all participants at all time. Each one has an image to uphold for the fans, the sponsors, and the name of ARP. Profanity and/or other unprofessional actions will not be tolerated in front of race fans, officials, or management. At any time that one's dress, actions, or conduct are not in the best interest of ARP, that person may be asked to leave the grounds with a suspension and/or fine.

2.1.6.2 Access to Raceway

No person or crewmember of a racecar will be allowed on the raceway for any reason once the racing program starts, unless requested by a track official.

2.1.6.3 Getting out of the Racecar

No driver may get out of his/her car on the track or infield for any reason other than

- a. in the event of fire
- b. safety concerns
- c. when directed by safety/rescue crew.

2.1.6.3.1 Consequences for Getting out of the Racecar

If a driver gets out of his or her car on the track or infield for any reason not listed above, it will result in an immediate disqualification for that event and a one (1) race-event suspension.

2.1.6.3.2 Subsequent Violations

For each subsequent violation, said driver will not be allowed to compete for three (3) subsequent events.

2.1.6.4 Disturbances

Should a disturbance of any kind occur, the party not in their respective pit will be considered at fault for causing the disturbance.

2.1.6.4.1 Fighting

Any participant directly involved at any time with fighting or misconduct at any ARP event – on the racetrack, in the pits, or on the track premises – may be fined up to \$150 and may be suspended from all ARP events for up to three (3) events from the date of the infraction and shall forfeit all points to the date of the infraction and all prize money earned for the event.



2.1.6.4.2 Weapons

The display or use of any type of weapon (to include the use of a racecar) at any time will result in the permanent suspension for all parties involved and will result in the matter being turned over to the applicable law-enforcement agency.

2.1.6.5 Injuries

Anyone injured during the racing program or on the premises of ARP must notify the track office and provide all required information prior to leaving the premises on that date to be eligible for any insurance benefits. If the nature of the injury prohibits the injured person from speaking for him/herself, a spokesperson must provide the required information prior to leaving the premises on that date.

2.1.6.6 Alcoholic Beverages

Consumption of alcoholic beverages in the pit area or being under the influence of alcoholic beverages in the pit area is prohibited until the entire program for all divisions is completed and all spectators have left the premises. If a participant is caught consuming alcoholic beverages in the pit area or is deemed to be under the influence of alcoholic beverages in the pit area before the entire program for all divisions is completed, he/she shall be immediately ejected from the racetrack premises and forfeit all points and prize awards for that event.

2.1.6.7 Illegal Drugs

Illegal drugs are those substances or drug substances defined and prohibited by state and/or federal laws. Marijuana is an illegal drug per Federal law.

2.1.6.7.1 General Prohibition

Any participant, either on the raceway grounds or in any areas considered to be used in the operation of the raceway, such as parking lots or leased properties, is prohibited from the possession or use of illegal drugs or drug substances, as defined above, in any form. Anyone suspected of using marijuana or other illegal drugs will be ejected from the property.

2.1.6.7.2 Specific Prohibition, Violations, and Penalties

Any person who is found to be in possession of, or under the influence of, any illegal drug or drug substance on the raceway property shall be immediately ejected from the race track premises and forfeit all points and prize awards for the event. ARP also reserves the right to notify and/or summon law enforcement officers in the event illegal drugs are found and/or suspected.

2.1.6.7.3 Appeal and Hearing

Any participant suspended for violation of the alcohol and drug policy rules will be granted a formal appeal hearing by a panel designated by track management, provided the suspended participant requests such a hearing from management in writing within 14 calendar days of the date of suspension. It is the responsibility of the suspended participant to make such a request for a hearing.

2.1.6.7.4 Reinstatements

A participant suspended for violation of the drug policy rules, EXCEPT IN THE CASE OF PERSONS CHARGED WITH SELLING DRUGS ON RACEWAY PROPERTY, may, as the result of a decision reached through the appeal and hearing process, be reinstated, if



- a. in the case of drug use, it is mutually agreed that the participant, at his or her own expense, will produce documentation from a physician licensed within the state of Alaska, certifying that he or she is drug independent, because of random and periodic examinations and urinalysis testing; or
- b. in the case of drug possession, it is mutually agreed that the participant, at his or her own expense, produces evidence satisfactory to the hearing panel that he/she was not in possession of illegal drugs.

2.1.6.8 Prescribed Drugs

If a participant is using prescription drugs on the advice of a physician, such use must be reported to the chief pit steward or racing director prior to the participant's entry into any raceway activity. Failure to so notify will subject the participant to penalties as prescribed above. Those drugs that impair judgment, driving abilities, and/or alertness will not be allowed.

2.1.6.9 Pets

Participants, pit crews, and spectators are strongly discouraged from bringing pets to ARP. If a pet is brought onto the racetrack premises, the following apply.

2.1.6.9.1 Pit Access

Pets are not allowed in the pits unless restrained in personal vehicles only.

2.1.6.9.2 Leashes

If a pet is removed from a vehicle, it must be accompanied and leashed always.

2.1.6.9.3 Cleanup

Fecal matter is the responsibility of the pet owner and must be removed.

2.1.7 Illegal Parts

Illegal parts shall be any parts or components of a racecar or any alterations or modifications to any such parts or components that do not meet the ARP rules and specifications of the class in which the racecar is competing.

2.1.7.1 Confiscation

If any parts are found to be illegal, all illegal parts or components – through tear-down or because of a protest, claim, or inspection – shall be confiscated by track officials and forfeited by the participant to ARP. All such forfeited parts shall be delivered by track officials to track management and shall become the property of ARP to be disposed of at its discretion.

2.1.7.2 "Illegal"

Being "illegal" consists of any aspect of the racecar being in violation or resulting in a violation of any ARP rules or specifications.

2.1.7.2.1 Tire Tampering

Tampering or altering tire compound will be determined by durometer readings and/or bagging method.

2.1.7.3 Disallowed if Not Allowed

If the rules do not specifically allow a part or component, or do not allow specific alterations or modifications to a part or component, then they are all disallowed.



2.1.7.4 Removal of Identifying Marks

Any grinding, defacing, or otherwise removing or obliterating casting marks, casting numbers, or any other identifying marks or numbers on a motor, chassis, or part will automatically render that part illegal.

2.1.8 Reserved Tear-Down Right

After the feature race, ARP reserves the right to tear down the engine of any racecar in any class. This reserved tear-down right is separate and distinct from any inspection to which any racer in any class is subject.

2.1.8.1 Procedure

A tear-down shall consist of disassembly of the engine's upper end, lower end, or both. An upper-end tear-down includes, but is not limited to, the removal of the carburetor, spacer plates or adapters, valve covers, intake manifold, exhaust manifold, headers, valve train components, and heads. A lower-end tear-down includes, but is not limited to, removal of oil pan, crankshaft, rods, and pistons.

2.1.8.2 Fee for Tear-Down

ARP shall advise the driver that a tear-down is requested and shall post a tear-down fee that is equal to the protest fees set forth in paragraph 2.1.10.4 *Protest Fee*. If, after tear-down, the engine is found to be legal, then the posted tear-down fee will be paid to the driver. If, after tear-down, the engine is found to be illegal, ARP shall retain the posted tear-down fee.

2.1.8.2.1 INEX Legends and Baby Grand Stock

ARP tear-down rules and regulations do not apply to INEX Legends and Baby Grand Stock Cars; instead tear-downs for those cars fall back to their sanctioned series rules.

2.1.8.3 Confiscation

Failure of a participant to surrender parts for confiscation shall result in a separate penalty, in addition to any other penalties for illegal parts under these rules, of two (2) times the estimated retail value of the illegal parts as determined by ARP.

2.1.8.3.1 Impoundment

Any car involved in an accident resulting in serious injury or death will be impounded by ARP officials for investigation purposes.

2.1.9 Interpretations and Application

If there is a disagreement or dispute regarding the meaning or application of the rules, the interpretation and application by Track Officials shall prevail.

2.1.9.1 Finality

All decisions shall be final and non-appealable.

2.1.9.2 Car Legality

It is the racer's responsibility to keep his/her car legal always.

2.1.9.3 Unnecessary Roughness

For any unnecessary roughness on the raceway, including but not limited to "bumper driving," the racer will receive a black flag warning. Should unnecessary roughness continue, the racer will be



black flagged, and the driver(s) will be put into the pits. Such driver(s) will be disqualified with no points awarded for that event.

2.1.9.4 Finishing Positions

Management and track officials will determine finishing positions, and their decisions are final.

2.1.9.5 Reasons for Rules

The rules are in place to

- a. ensure a level playing field among the drivers.
- b. protect competitors, officials, and spectators; and
- c. provide a professional environment for the participation in and enjoyment of motorsports.

2.1.9.6 Disciplinary Action

Disciplinary action levied upon competitors and/or spectators by track officials and/or management is a means to ensure that track rules are followed. Possible disciplinary action, in the order of severity, is as follows: warning, removal of points, fine (amount to be determined, not to exceed \$500), disqualification of associated car and driver, suspensions, banishment. Should an action be of such nature that local law enforcement intervenes, the violator will be subject to both track and local law enforcement action.

2.1.9.6.1 Actions on the Racetrack

Actions on the racetrack during a race event are subject to the immediate calls of the Race Director, who may confer with other track officials for clarification of a situation. These may include lap penalties, position penalties, and possible ejection of a car and driver from the race. Ejection of car constitutes a disqualification for that race. Disqualification is a disciplinary action which involves loss of championship points and possible winnings. An ejection effectively ends the racing event for that car and driver, the same as if they were in an accident and did not return to the race.

2.1.9.6.2 Determination of Disciplinary Action

Track officials, depending on the severity of the rule infraction and the disciplinary record of the person or persons involved, will determine appropriate disciplinary action. Disciplinary action will be administered only after a thorough review process and following a "cooling down" period. A competitor who is subject to disciplinary action will have his/her winnings held until the matter is resolved by track officials.

2.1.10 Protest Rule Application

The engine protest rule is applicable to all ARP classes, at all track events. Exceptions: INEX/Legends, BGSCA/Baby Grand Stock cars.

2.1.10.1 Racecars Subject to Protest

All racecars competing in the feature event are subject to protest.

2.1.10.2 Eligibility Requirement to Protest

Any racecars competing in a racing event are subject to protest when they meet the following conditions:

- a. have a driver who possesses a full ARP driver's license for that class of cars;



- b. meet the minimum class weight and are otherwise legal under ARP and/or their sanctioning body's rules;
- c. have a driver who has registered his/her intent to protest with a track official at the completion of the event;
- d. finished in one of the top three positions of the same event; and
- e. have a driver who has tendered the required class protest fee.

2.1.10.3 Racecars not Eligible to Protest

Any racecars competing in a racing event are **NOT** subject to protest if they

- a. **DO NOT** have a driver who possesses a full ARP driver's license for that class or cars;
- b. **DO NOT** meet the minimum class weight and are otherwise legal under ARP and/or their sanctioning body's rules;
- c. **DO NOT** have a driver who has registered his/her intent to protest with a track official at the completion of the event;
- d. **DO NOT** finish in one of the top three positions of the same event; and
- e. **DO NOT** have a driver who has tendered the required class protest fee.

2.1.10.4 Protest Fee

The disposition of the five-hundred-dollar (\$500) protest fee will be as follows: If, after the tear-down, the engine is found to be legal, seventy-five percent (75%) of the protest fee will be paid to the protested driver and twenty-five percent (25%) of the protest fee will be paid to the racetrack. If, after the tear-down, the engine is found to be illegal, seventy-five percent (75%) of the protest fee will be returned to the protesting driver and twenty-five percent (25%) of the protest fee will be paid to the racetrack.

2.1.10.5 Protest Procedure

After the feature race, a track official will notify the driver of the relevant racecar that his/her racecar has been protested. The protested driver shall then proceed directly to the area designated for inspection and tear-down pursuant to a protest. Track officials will then proceed, in accordance with the class of racecar protested, to tear down the engine in the protested racecar.

2.1.10.6 Special Provisions Relating to Protests

- a. Only a driver may protest.
- b. A driver may protest only one engine per feature race.
- c. Only the tech inspector has the final word on the legality of the racecars involved in a protest.

2.1.10.7 Penalties or Sanctions Related to Protests

If any engine parts are found to be illegal, the provisions of paragraph 2.1.7 *Illegal Parts* and paragraph 2.1.7.1 *Confiscation* shall apply.

2.1.10.8 Withdrawal of Protest

If a driver declares an intent to protest and tenders the required protest fee and then changes his/her mind and withdraws the protest, he/she will then forfeit all money and awards for that event and may lose all points and or awards for that day or all points earned to date. The determination of appropriate penalty is at the discretion of track officials.



2.1.10.9 Refusal of Protest

Any driver who refuses to allow an inspection/tear-down, pursuant to a protest, shall be subject to the following penalties:

2.1.10.9.1 First Refusal

After first refusal to allow an inspection/tear-down pursuant to a protest, driver forfeits all cash and all contingency winnings for the event, any trophies earned in the feature, plus loss of all track points earned to date, plus a one race suspension.

2.1.10.9.2 Second Refusal

After second refusal to allow an inspection/tear-down pursuant to a protest, driver is banned from the track.

2.1.10.10 Exception

INEX and Baby Grand Stock Cars refer to INEX/BGSCA rulebooks for protest regulation and applications.

2.1.11 Independent Contractors

All ARP participants are independent contractors and are not the agents or employees of ARP. As independent contractors, raceway participants are solely responsible for preparing their racecars to perform in ARP racing events in accordance with ARP rules and procedures. As independent contractors, ARP participants are solely responsible for compensating their employees, agents, or pit crew members.

ARP participants, as independent contractors, also assume full responsibility for reporting or filing any reports or tax returns with the appropriate authorities on all earnings or funds received because of their participation in ARP racing events, including but not limited to Federal Social Security taxes, Federal income taxes, State taxes, Federal and State withholding taxes, unemployment taxes, and worker's compensation insurance. Completed W-9 forms will be required prior to any race payout. In addition, IRS 1099 forms will be issued for the season's proceeds for every driver.

2.1.12 Competitor Agreement Regarding Rules

A participant, by competing in an ARP racing event, specifically agrees to and acknowledges the following:

2.1.12.1 Familiarity with Rulebook

That he/she is familiar with and understands the ARP rules and procedures as set forth in this rulebook.

2.1.12.2 Agreement to Abide

That by applying for an ARP competitor's license, or by participating in an ARP racing event, he/she agrees to abide by all the ARP rules and procedures.

2.1.12.3 Racecar Certification

That by entering an ARP racing event, a competitor certifies that his/her racecar meets all the requirements of the ARP rules for participating in an ARP racing event.



2.1.12.4 Burden of Proof

That, if – because of an inspection, tear-down, protest, or claim – a competitor's car is declared illegal, it is the sole responsibility of the competitor, who bears the burden of proof that his/her racecar follows the applicable ARP rules and requirements.

3 General Policies

3.1 Prevailing Policy

ARP reserves the right to determine the type of race program, distance of races, method of starting, and the number of cars to be entered in any event.

3.2 Licensing and Registration

To race in any ARP racing event, a driver must be at least fourteen (14) years of age unless sanctioning body differs, have signed an application for an ARP competitor's license, paid the required fee, have parent(s) or legal guardian's completion of minor authorization form (once a season prior to racing), and be in good standing.

3.2.1 Right to Deny

ARP reserves the right to deny a competitor license to any driver. See 4.14 Car Registration.

3.3 Pre-Race Scaling

All Thunder Stock, Sportsman Stock and Late Models will be weighed prior to qualifying and before the feature.

3.4 Post-Race Scaling

Racecars will only be weighed post-race in the case of a protest.

3.5 Inspections

3.5.1 Timing and Scope Inspections

All racecars competing in ARP events are subject to inspection by track officials at any time and to any extent or degree as determined by track officials in their sole discretion. The decisions by track officials regarding the specific racecars to be inspected and the timing, scope, or extent of any inspection are final, binding, and non-appealable except as provided in paragraph 2.1.10 Protest Rule Application.

3.5.2 Minimum Specifications Inspection

An inspection shall be made, usually conducted at the beginning of a racing season or a racing event, to determine whether a racecar complies with the minimum applicable chassis and body specifications and all safety requirements.

3.5.3 Post-Race Inspection

A Post-race inspection is one conducted after a racing event to determine whether a racecar complies with all the applicable rules and specifications for that class of racecar, with the scope and extent of the items to be inspected to be determined by ARP track officials in their sole discretion.



3.5.4 Effect of Prior Inspection

The fact that a racecar has passed a minimum specification inspection, a pre-race inspection is no guarantee or assurance that the racecar will pass a post-race inspection.

3.5.5 Cooperation of Driver

In connection with any type of inspection, the driver must cooperate with ARP track officials to enable officials to conduct or complete an inspection, including removing or disassembling various parts or components.

3.5.6 Refusal or Termination of Inspection

3.5.6.1 Pre-Race

Any driver who refuses to allow a pre-race or minimum inspection to be conducted will not be allowed to compete in the racing event.

3.5.6.2 Post-Race

Any driver who refuses to allow a post-race inspection or who terminates an inspection in progress, shall lose all points (track points) and forfeit all money and awards for that event.

4 Minimum Specifications

4.1 General

At any time, before, during or after an event, ARP track officials may require additional measures or equipment or make additional determinations as they deem necessary to further reduce the risk to competitors.

4.1.1 Inspection

All cars are subject to a minimum specification inspection at any time and a refusal of such inspection is subject to rule 3.5 *Inspections*.

4.2 Safety

4.2.1 Helmets

Helmets are required; they must be a minimum of SNELL 2010 or equivalent SFI and must be worn always when the car is on the track and must accompany the vehicle at time of inspection.

It is recommended that helmets meet the specifications set forth in the Federal Motor Vehicle Safety Standard Regulations or meet the specifications set forth by the American National Standards Institute, Inc.

4.2.2 Suits

A full driving suit (one piece or top and bottom) is REQUIRED always that a driver is in his/her car; the driver shall wear a driving suit and gloves of fire-resistant material that effectively covers the body. Fire-resistant shoes and undergarments are recommended.

4.2.3 Mirrors

Mirrors are allowed, except not to extend outside the body. Exception: Legends – INEX rules regarding issues will prevail.



4.2.4 Seat Belts and Harnesses

Seat belts/harnesses are required. Seat belts must be dated by the manufacturer and must not be used beyond three (3) years after the manufacture date. All seat belts/harnesses are REQUIRED TO BE 5-POINT original construction. A quick-release belt of no less than three inches (3") wide is REQUIRED. For all classes the entire following specifications are REQUIRED:

- a. both ends of the lap belt must be fastened to the roll cage or frame rails with a grade 8 bolt of at least three-eighths inch (3/8") diameter;
- b. shoulder harness must be no less than three inches (3") wide or two-inch (2") belts with a Hans device and must come from behind the driver's seat;
- c. where the harness crosses the roll cage, it must pass through a steel guide welded to the roll cage that will prevent the harness from sliding side to side;
- d. a center (crotch) belt must be securely mounted to the lower seat frame bottom and to the lap seat belt on the top;
- e. where the seat belts/harnesses pass through the seat edges, they must have a grommet installed or be rolled and/or padded to prevent the cutting of the belt; and
- f. all seatbelts/harnesses and shoulder harness must connect at the lap belt with an approved quick-release buckle.

Belts will be inspected from time to time for their condition; if the belt is frayed or sun-beaten or has been altered in any way, OFFICIALS will REQUIRE the belt to be replaced before racing.

4.2.4.1 Head and Neck Restraints

ARP strongly recommends the use of a head and neck restraint system. Hans-type device meeting SFI 38.1 standard are mandatory for all Late Models and will be mandatory for all Baby Grands for the 2020 racing season. A padded neck collar is mandatory in all classes.

4.2.4.2 Installation, Maintenance, Use

IT IS THE RESPONSIBILITY OF THE DRIVER AND THE CAR OWNER, NOT ALASKA RACEWAY PARK, TO ENSURE THAT HIS/HER DEVICE/SYSTEM IS APPROVED AND CORRECTLY INSTALLED, MAINTAINED, AND PROPERLY USED.

4.2.5 Window Nets

All cars except Legends are REQUIRED to be equipped with an SFI-approved window net (five-year date limit) or driver arm restraints.

4.2.6 In-Car Fire Extinguishers

All cars must have a fire extinguisher securely mounted in the car within the reach of the driver and emergency response personnel. Fire suppression system is highly recommended.

4.2.7 On/Off Switches

ON/OFF switches will be clearly marked on ALL cars and located for access from both sides of the car. Exception: Legends and Baby Grands will meet their respective sanctioning body rules.



4.2.8 Pit Fire Extinguishers

At all times, all participants shall have in their pit area, as part of their equipment, a fully charged 10 lb. dry chemical Halon or equivalent fire extinguisher.

4.2.9 Passengers

Passengers will not be permitted to ride in/on a racecar at any time. The exception would be a fully equipped promotional "two-seater" approved by ARP track Official and Management.

4.2.10 Heads and Arms

Drivers must not compete in any event with head or arm extended outside of a closed body racecar.

4.2.11 Rookies

Rookies will be designated by a yellow stripe across the rear bumper of their car. Rookies will be required to start tailback regardless of qualifying status until such time as their class determines they can remove their stripe or at the completion of their first season. It is recommended that rookies stay on the inside line if they can't maintain pace with the pack.

4.3 Pit Rules

4.3.1 Speed Limit

The speed limit in the pits is walking speed, approximately **3-5 mph**.

4.3.2 Alcoholic Beverages

Beer and other alcoholic beverages may not be seen or consumed in the pits for the duration of the race day's events.

4.3.3 Children

4.3.3.1 Forms

A fully executed Parental Consent, Release and Waiver of Liability, Assumption of Risk, and Indemnity Agreement and Minor's Assumption of Risk Acknowledgement must be completed and submitted to the ARP office prior to anyone under the age of eighteen (18) being admitted to the pit area.

4.3.3.2 Children in the pits

Minors under 18 years old are allowed in the pit area only if they are accompanied by a legal parent or guardian and have completed the appropriate forms.

4.3.3.3 Permitted Areas for Children

Minors under 18 years old must stay in their designated pit space or trailer. They can watch from the pit grandstands when accompanied by an adult. Children are not allowed to stand along the track fence, or to be in the return area of the pits.

4.3.3.4 Wheeled Toys

No scooters, bikes, skateboards, roller skates, wheelies, etc. may be used in the pits until the completion of the race day.



4.3.3.5 Unaccompanied Children

Any child found in the pit area unattended by an adult will be immediately removed and their wristband confiscated. Second offenses will not be tolerated and will be handled by Track Officials and/or Track Management, including but not limited to suspensions and fines.

4.3.4 Failure to Produce a Wristband

Anyone caught in a restricted area (Pits) without a wristband will be fined \$150 and not be allowed back in the restricted area until the fine is paid.

4.3.5 Pits Closure

Pits close at midnight during scheduled race events, unless otherwise posted. Anyone wanting to overnight in pits or parking area is responsible for cleaning up after themselves. Children must be supervised always. Any damage of ARP property will be the responsibility of the offending parties. Repeated offenses could cause the loss of overnight stays.

4.4 Track Rules: All Classes

4.4.1 Technical Inspections

All cars will pass their own class/sanctioning body's technical inspections.

4.4.2 Welds

All welds shall be of high quality, i.e., roll cages, bumpers, nerf bars (except Demolition Derby).

4.4.3 Weight Jackers and Remote Suspension Adjustment Devices

NO driver's compartment-mounted weight jackers or remote suspension adjustment devices allowed in any class.

4.4.4 Missing Body Parts

All cars will start the day's racing event (first race for the class) with ALL body parts intact, i.e., hoods, fenders, trunk lids, and bumpers.

4.4.5 Drivelines/Axles

All drivelines/axles will be painted white. Car number must be marked on driveline.

4.4.6 U-Joint Safety Hoops

All cars will have a driveline safety hoop [minimum one-eighth by one and one-half inches (1/8" x 1-1/2")] to control U-joint failure.

4.4.7 Weights

Weights will be painted white with car number either painted or lettered in black and bolted to the frame. Exception: INEX weights will be painted fluorescent orange.

4.4.8 Provisions for Towing

All cars will have provisions on the front and rear to facilitate the removal of disabled cars.



4.4.9 Windscreens

All Late Model cars will have a windscreen front and rear to prevent the driver from being hit by flying debris, i.e., 1/8" Lexan™ windshield. Street Stocks may use 1" x 1" maximum wire mesh and a minimum of three (3) 3/16" bars in front of the driver. Exceptions: Legends, Baby Grands follow their rules.

4.4.10 Mufflers

Mufflers are mandatory. All cars will run mufflers and meet a decibel level of ninety-five (95) DBA within one hundred (100) feet. Mufflers will be encompassed within the car's body and must exit behind the driver not out the side. Outside exhaust is O.K. on Late Models that can pass the 95 BD test. Mini stock may need to check with race director for location approval.

4.4.10.1 Welding

All mufflers must be welded.

4.4.10.2 Failure to Function or Detachment

If a muffler fails to function or falls off a car, the driver will be black-flagged.

4.4.10.3 Exhaust

Exhaust must exit downward under body not through the door. Late Models that already have exhaust through the door may leave their car that way if it meets the 95 DB Max. at 100'.

4.4.11 Catch Cans

All liquid cooled cars will have a catch (puke) can, one (1) gallon minimum capacity.

4.4.11.1 Ethylene Glycol

NO ETHYLENE GLYCOL ALLOWED. Water only. Water Wetter-type additive is permitted.

4.4.12 Roof Numbers

All cars will have roof numbers [fifteen inch (15") minimum height] that are clearly visible and facing the timing/scoring stand from the front.

4.4.13 Side Numbers

All cars will have number [twelve inch (12") minimum height] on both sides of the car that are readable from the timing/scoring stand.

4.4.14 Cleanliness

All cars shall be presented neat and clean. NO mud or dirt tucked up under the vehicle. All pop-rivet pins, screws, or any metal filings must be cleaned out of vehicle to prevent track debris.

4.4.15 Traction Control Devices

NO traction control devices of any type are allowed.

4.4.16 Tires

Prior to the first race of the season, you may purchase an initial supply of tires. Alternatively, in pre-paid situations, you may withdraw your initial supply from the secured area. The owner, driver, or a designated licensed member of any race team may then purchase or withdraw their allotment per week. A week is defined as Sunday through Saturday. **See each Class Rule for specifics.**



4.5 Flags

4.5.1 Green Flag

The green flag signifies the start of the race. Cars must maintain position as designated by Track Officials until they have crossed the start line. See 4.8.6.5 Race Start/Race Finish.

4.5.2 Yellow Flag

The yellow flag signifies caution. All cars receiving a yellow flag/lights will slow down to a caution pace, hold their positions, and form a single line behind the lead car.

4.5.2.1 Restart Position

Restart position will be based on the last completed lap.

4.5.2.2 Determining Position

ARP Track Officials have complete discretion to determine the position of the cars at the time the yellow flag was displayed and to reposition the cars in accordance with their determination.

4.5.2.3 Activities

On a yellow flag, all cars must slow immediately; failure to do so may result in a black flag.

4.5.2.4 Caution Vehicles

If a caution vehicle is used, no car may pass the caution vehicle unless directed to do so by a Track Official.

4.5.2.5 Illegal Passing

Any cars illegally passing the caution vehicle or race leader will be black flagged.

4.5.2.6 Crew Members

Crew members must not go on the track during a yellow flag.

4.5.2.7 One-Lap Signal

The Official Starter will indicate one (1) lap before the green is displayed.

4.5.3 Red Flag

The red flag indicates that all cars MUST stop on the track immediately, regardless of their position.

4.5.3.1 Flag Use

Red flags should be used if, in the judgment of Track Officials, the race should be stopped.

4.5.3.2 Activities

Repairs, service, or fueling will not be permitted on any car on the racetrack during a red flag. Cars returning to the racetrack from the pit area while the red flag is out must line up at the rear of the field.

4.5.4 White Flag

The white flag signifies that the leader has started his/her last lap.

4.5.4.1 Activities

If the yellow flag is displayed on the white flag lap, all cars, regardless of their location on the track, will slow down and maintain position with respect to the other cars on the race track and will revert



to the last completed lap. On the restart, there will be a green, white, and checkered finish. After cars have received the yellow flag at the start line, there will be no passing if cars maintain a reasonable speed, considering the conditions which exist on the track.

4.5.5 Checkered Flag

The checkered flag means the race is completed.

4.5.5.1 Activities

The driver receiving the checkered flag must take his/her car immediately to the Tech area.

4.5.6 Black Flag

The black flag means go to the pits and report to a Track Official immediately.

4.5.6.1 Warning

Black flag furred means you are being warned.

4.5.6.2 Disqualification

A black flag does not mean automatic disqualification.

4.5.7 Blue and Orange Flag

The blue and orange flag signifies that faster traffic is overtaking the cars being signaled. Cars being given this flag must be prepared to yield to overtaking traffic by holding the line they are driving.

4.5.8 Green and White Flags Crossed

Green and white flags crossed signifies the race is halfway complete.

4.5.8.1 Green and White Flags Standing Parallel

Green and white flags standing parallel signifies that two laps remain.

4.5.8.2 Green and Yellow Flags Standing Parallel

Green and yellow flags standing parallel signifies line up in two columns.

4.5.9 Red and Black Flags Waving

Red and black flags waving signify practice session over.

4.6 Signal Lights

4.6.1 Green

The green signal light signifies Go.

4.6.2 Yellow

The yellow signal light signifies Caution.

4.6.3 Red

The red signal light signifies Stop.

4.6.4 Yellow Flashing

The yellow signal light flashing signifies Slow the Pace.



4.6.5 Lights Out

Light out signifies Prepare for the Green.

4.7 Fines and Suspensions

There will be no warnings. Follow the rules. This is a family-oriented sport, and we are responsible to, and for, each other – drivers, crew, and spectators – to keep these facilities open for everyone.

4.7.1 Cleanup Fine

The pit cleanup fine is \$25.

4.7.2 Contaminants

The contaminants spilled in the pit fine is \$100.

4.7.3 Crew Fights

The fights involving crew members fine is \$50.

4.7.4 Driver Fights

The fights involving drivers fine is \$50, plus a 1-race suspension.

4.7.5 Speeding

The speeding in the pits fine is \$50.

4.7.6 Unsafe Work Practices

The unsafe work practices fine is \$25.

4.7.7 Profanity

The profanity fine is \$25.

4.7.8 Alcoholic Beverages

The alcoholic beverages seen or consumed in pits fine is \$25.

4.7.9 Unattended Children

The unattended authorized children in the pits fine is \$25.

4.7.10 Unsportsmanlike Conduct

The unsportsmanlike conduct fine is \$50.

4.7.11 Repeat Violations

Repeat violations will incur doubled fines, unless other specific remedies have been stated in other portions of these rules. Three violations will result in suspension for the remainder of the year. All decisions are final.

4.8 Race Procedures

4.8.1 Race Procedures Defined

Race Procedures are the way an event is conducted. They include but are not limited to



- determinations regarding the eligibility of car for competition,
- qualifying procedures,
- the line-up of the cars,
- the start of the race,
- the control of cars throughout the race by flags, lights or other direct communication between Track Officials and competitors,
- the election to stop or delay a race,
- control of pit activity,
- flagging,
- the positioning of cars at any time,
- the assessments of lap and time penalties, and
- the completion of the race.

It does not include the assessment of penalties, disqualification, suspension, or fine. The rules in this section provide the framework for Track Officials to implement race procedures. In addition to interpreting and applying these rules, Track Officials are authorized to make such other determinations or take such other action as they determine to be necessary to promote consistent, fair competition for all competitors.

4.8.2 Finality of Race Procedures and Decisions

All decisions by Track Officials at the track involving race procedures are **final and non-appealable**, subject only to review by the Track Manager/ Promoter (if the decision involves the interpretation or application of ARP Rules and if one (1) or more such Official determines that extraordinary circumstances exist that require such a review). In making such a determination, the interest of finality in competition results will be principal consideration. If the Track Management determines that the race procedure decision should be reviewed and that the decision was in error, the Track Management may take whatever action is deemed appropriate to initiate a remedy to the further the interest of fairness and finality in competition results.

Such action includes but is not limited to revising the official results; imposing penalties, disqualifications, suspensions or fines; and awarding or subtracting points. The Track Manager/Promoter may alternatively elect not to take remedial action. All such decisions are final and non-appealable.

4.8.3 Official Starter

ARP Track Management will designate the official starter.

4.8.4 Reserved Right

ARP reserves the right to change, delete, or amend certain rules and procedures to facilitate sanctioned National Events held at the Raceway.

4.8.5 Gridding of Cars

4.8.5.1 Timing

All cars that are in the official starting line-up must be on the starting grid to participate five (5) minutes before the pace laps start unless otherwise directed by a Track Official. Any car in the official starting line-up and NOT on the starting grid before the start of the pace laps and permitted to enter the race will lose starting position and be placed in the rear of the field.



4.8.5.2 Failure to Hold Position

Drivers failing to hold their positions during the pace laps or jumping the green flag will be repositioned to the rear of the field.

4.8.5.3 Current ARP License

Drivers must have a current ARP license to compete in any event and/or garner points and/or prize awards.

4.8.5.4 One Car, One Driver, One Day

4.8.6 Race Halt

4.8.6.1 Suitability of Track for Competition

Track Officials and Track Management will determine whether the racetrack is suitable for competition.

4.8.6.2 Stopping a Race

A RACE MAY BE STOPPED at the discretion of Track Officials and/or Track Management at any time they determine, in the exercise of their independent judgment, that the track is not suitable for competition.

4.8.6.3 Race Halt before One Lap Completion

4.8.6.3.1 Complete Restart

When a race is stopped before the completion of one (1) lap, there will be a complete restart in the original starting position, EXCEPT those cars involved in an accident, if any, or repositioning as directed by Track Officials, which must start to the rear of the field. Any cars causing a race to be stopped, such as a spinout, shall be considered as involved in an accident.

4.8.6.3.2 Line Up

When a race is stopped after the completion of at least one (1) lap. Cars will line up in the order in which they were running at the last completed lap. Those cars involved in an accident, if any, shall start to the rear of those not involved, regardless of the number of laps they have covered. If a car is permitted to enter the race after the starting flag is displayed, Track Officials must coordinate it.

4.8.6.3.3 Re-entry

A car will only be permitted to re-enter the racetrack after the race has started with the coordination of the appropriate officials, providing it took the original green flag to start the race. At NO time will a car be allowed to join a race if it was not on the track for the original green flag.

4.8.6.3.4 One Lap to Go Green Signal

When the starter gives the "one (1) lap to go green" signal, unless otherwise notified, cars will line up in columns of two (2) for restart, **except with ten (10) laps or less to complete the race, in which case the restart will be single-file.**

4.8.6.3.5 Caution Period

Any cars involved in a caution period – such as spinouts, crashes, stall-outs, and any car causing a spinout or cars that cannot immediately drive to the Start/Finish line – will be considered part of the caution and must go to the back of the field for restart. Any cars that cannot immediately



drive to the Start/Finish line will be considered a part of the accident and must go to the back of the field. All other cars will retain their position as determined by the track officials.

4.8.6.3.6 Three Caution Rule

Any car determined to have caused three cautions will be notified to leave the track.

4.8.6.4 Race Halt/Adverse Circumstances

When an event is halted due to rain, curfew, or adverse circumstances, the event may be completed the next scheduled race day or on a designated rain day make up, as designated by ARP Management, depending on the stage of the program that adverse circumstances occur.

4.8.6.5 Race Start/Race Finish

The start line at ARP is as you exit turn 4. However, the Official Starter (flag person), at their discretion, may choose to throw the Green Flag when the field of cars is in Turn 4 **prior to the start line. In this situation, the leader CANNOT be passed prior to the start line and the #3 car CANNOT pass the leader prior to the finish line.** Passing the leader will result in a restart. In the restart P1 & P2 will be inverted with P3 & P4.

4.8.7 Official Completion

4.8.7.1 Leader Completion of Advertised Distance

All races will be run until the leader has completed the advertised distance, as determined by Track Officials and Track Management. The length of the day's event will be determined by Track Officials and Track Management and announced during the drivers' meeting.

4.8.7.2 Prevention of Completion

When unforeseen circumstances prevent the completion of the advertised distance, the race will be considered officially completed after the halfway distance has been reached or surpassed by the leader, provided circumstances make it impractical to continue the race within a reasonable time after it has been stopped.

4.8.7.2.1 Stopping at Halfway Point

If a race is stopped at the halfway point and it is the feature or main event of the day, and most the classes that compete at ARP have completed their feature or main event for the day, the race day will be officially over, at which time points will be calculated and posted.

4.8.7.2.2 Stopping Before Halfway Point

If a race is stopped before the halfway point and the feature or main events for most classes competing at ARP, the program will be continued as described above in "Race Halt/Adverse Circumstances," entry fees held over, and rain checks issued to the spectators.

4.8.8 Pit Procedures – During Race

4.8.8.1 Pace Laps under a Caution Flag

During pace laps under a caution flag, drivers must maintain their position in relation to other cars in the field or as otherwise directed by Track Officials and will not be permitted to pass other competitors.



4.8.8.2 Cars Leaving the Track

Cars leaving the track during a caution flag will be placed at the rear of the field when, and if, they re-enter the race.

4.8.9 Flagging

4.8.9.1 Receiving Notice of a Flag

Track Officials will use flags to providing drivers with information. A driver is deemed to have received notice of a flag when the flag is raised above the top railing of the flag stand when his/her car reached the start line regardless of whether the driver has seen the flag.

4.8.9.2 Optional Flags

If a driver is informed of a decision or event by a Track Officials in a manner other than by use of flags, then the use of a flag in that situation is not necessary.

4.8.9.3 Flagger Decisions

Decisions of the flag person are final and cannot be protested.

4.9 Official Scoring

4.9.1 Official Scorer

The Track Official designated by Track Management to be the Official Scorer for an event is responsible for timing and scoring the event. The decisions of the Official Scorer, with respect to timing and scoring are final unless the Official Scorer elects to request a re-check by Track Officials and/or Track Management.

4.9.1.1 Correcting the Results

At the request of the Track Officials, or at the request of a driver, the Official Scorer may review the result after the completion of an event and will make any correction to the results as deemed appropriate, including, but not limited to, correcting missed or extra laps.

4.9.1.2 Requesting a Scoring Re-Check

The driver must request a scoring re-check, in person, within 30 minutes after the declaration of finishing position has been made by the Official Scorer. The finishing positions of an event, including any individual race, time trial, or qualifying race, shall not be considered official if a re-check is requested as provided herein, in which case the results of the event shall be considered official upon the announcement of the recheck decision by the Official Scorer, Track Officials, and/or Track Manager.

4.9.1.3 Re-Check Decisions

Decisions on a scoring re-check are final, non-appealable, and non-litigable.

4.10 Points

4.10.1 Competing Cars

ARP awards points to classes that have competing cars (see 4.10.2 Point Calculations).



4.10.1.1 Track Sponsor Decals

All cars competing for points at ARP must provide space on their racecars for track sponsor decals. These decals must be in place to be eligible for any year-end point fund awards, cash prizes, and/or purse money on individual race events.

4.10.1.2 Decal Placement

The exact decal placement will be distributed with the decals.

4.10.2 Point Calculations

Point calculations are as follows:

No. Cars	Positions	Qualifying	Heats	Feature
20	1	10	10	30
19	2	9	9	28
18	3	8	8	26
17	4	7	7	24
16	5	6	7	22
15	6	5	6	20
14	7	5	6	18
13	8	4	5	16
12	9	4	5	14
11	10	3	4	12
10	11	3	4	10
9	12	2	3	9
8	13	1	3	8
7	14	1	2	7
6	15	1	2	6
5	16	1	1	5
4	17	1	1	4
3	18	1	1	3
2	19	1	1	2
1	20	1	1	1

4.10.2.1 Starting Positions

Starting positions may be determined by points, qualifying, or at the discretion of the Track Management.

4.11 Daily Prize Money

4.11.1 Minimum Cars in a Class

Classes with less than six (6) cars will not be eligible for purse monies.

4.11.2 Legal Race

Six cars must complete one lap of the feature race to be a legal race.

4.11.3 Lap Completion

Must complete one lap of the feature race to be eligible for payout money and points.



4.11.4 Payment

Prize money will be paid to the top ten racers that complete at least one lap in the feature.

4.11.5 ARP License

Competitors must have a sanction license (NASCAR, INEX, etc.) to qualify for daily prize money and be registered with ARP to qualify for points.

4.11.6 Prize Money Breakdown

Prize money will be paid as follows;

4.11.6.1 Late Models

- \$400 1st
- \$300 2nd
- \$200 3rd
- \$100 4th – 10th

4.11.6.2 All Other Classes

- \$300 1st
- \$200 2nd
- \$100 3rd
- \$50 4th – 10th

4.11.7 Tow Money

Racers who travel from the areas in or around Kenai or Fairbanks who complete at least one lap in the feature will receive \$50 tow money.

4.11.8 Class Sponsorships

If a class has a class sponsor that money goes either to the weekly payout or the year-end payout, top five (5) points leaders, as agreed to with the sponsor at the beginning of the season.

4.12 Season Prize Fund Money (Drivers' Points Fund)

4.12.1 Top Five Competitors

Season prize fund money will be paid to the top five (5) competitors within their respective class, based on total points earned by the class.

4.12.2 Payout Timing

Season prize fund money will be paid out at the Awards Banquet.

4.12.3 Licensing Requirement

Competitors qualify for the season prize fund money only if they are licensed by their sanctioning body.



4.13 ARP Registration

4.13.1 Annual Application and Fee

ARP requires that an application and fee be completed on a yearly basis. Competitors, sanctioned or non-sanctioned bodies, must be licensed to qualify for season points and season prize fund money.

4.14 Car Registration

All recognized car divisions at ARP must be registered yearly, regardless of "independent" or "sanctioned" status. In non-sanctioned divisions, car registration secures your car number in your division of participation and provides first option for that number in the future.

4.15 Fees

Entry fees will be thirty-five dollars (\$35) for everyone entering the pits (car and driver, pit crew member or spectator) **or twenty dollars (\$20) with a NASCAR or INEX license**. Youth 3-13 will be \$10, and children 2 and under are free. *All minors are subject to section 4.3.3.*

4.16 Forms

Drivers competing at ARP are required to have the following forms on file with the business office of ARP:

- a. Membership and License form
- b. Car Registration form
- c. Driver Emergency Information Form
- d. Driver Profile and Sponsor Information Sheet
- e. Pit Slot Application (if applicable)
- f. W-9

Minors (under the age of 18) will need these additional forms:

- g. Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement
- h. Minor's Assumption of Risk Acknowledgement

4.17 Communications

4.17.1 Raceceivers

All drivers will use raceceivers.

4.17.2 Spotters

For Late Models and Baby Grands, radio communication between driver and spotter is required any time the car is on the racing surface.

4.17.2.1 Spotter Section

During events, a spotter (with driver communication) is required in the specified spotter section. Spotters must check in with the spotter's official. If a driver does not have a spotter in the specified spotter section, the car will not be allowed on the racing surface. Spotters are required to have their car number indicated on their back (shirt, hat, headset). Only one spotter per car is allowed in the spotter section at a time.



4.17.2.2 Scanning the Tower

Spotters are required to scan the tower during all events. Check with Race Director for the specific channel.

4.17.3 Transponders

Transponders are required and must be run always, including all practice sessions, to insure proper operation with scoring. Transponders may be rented from ARP. If a driver enters the racing surface with no transponder, he/she will be Black Flagged. If this happens during a race, the driver will relinquish his/her starting position and return to the pits to obtain a transponder. Transponders must be located on the right rear frame rail 12" behind the differential housing.

5 Class Rules

5.1 Late Model

5.1.1 Bodies

5.1.1.1 Description

Any stock appearing mid- or full-sized coupe or sedan.

5.1.1.2 Material

Fiberglass only; KEVLAR with Race Director's pre-approval.

5.1.1.2.1 Body Type

Five Star-type bodies

5.1.1.3 Windshield

Windshield must be full width and height, front and rear.

5.1.1.3.1 Front

One-eighth inch (1/8") Lexan™

5.1.1.3.2 Rear

One-eighth inch (1/8") Lexan™

5.1.1.4 Spoilers

5.1.1.4.1 Height

Maximum six and one-half inch (6-1/2") height

5.1.1.4.2 Width

Maximum sixty-inch (60") width

5.1.1.4.3 Material

Material: See-through Lexan™

5.1.1.5 Roof Height

Forty-seven inches (47") minimum measured ten inches (10") back from the top center of the windshield



5.1.1.6 Rear Quarter Panel Height

Thirty-four and one-half inches (34 1/2") maximum

5.1.2 Chassis

5.1.2.1 Allowed

Stock front clip or fabricated tubular frames are allowed.

5.1.2.2 Hand-Fabricated Frames

Hand-fabricated frames must be two inches by three inches (2" x 3") square or one and three-quarters inches by .095 inches (1 3/4" x .095") DOM round tubing or equivalent, as determined by ARP.

5.1.2.3 Bottom Main Frame Rails

Bottom main frame rails must be two by three inches (2" x 3") square tube minimum.

5.1.2.4 Tubing Requirements

Tubing requirements for roll cage and door bars will be a minimum of one and three-quarters by .095 inches (1 3/4" x .095") DOM wall.

5.1.3 Roll Cage

Roll cages must be a minimum of six (6) points and padded within the driver's reach.

5.1.3.1 Door Requirements

Driver's side door must have four (4) horizontal bars, and the passenger door must have three (3) door bars, with 10-gauge plate covering the outside of the door bars, extending from A post to B post on driver's side.

5.1.3.1.1 Door Alternatives

NASCAR-type chassis X bars and no plate on right side acceptable with prior ARP approval.

5.1.4 Firewalls

5.1.4.1 Fabrication and Fire Suppression

Firewalls must be fabricated from a MINIMUM twenty (20) gauge magnetic sheet metal and may be altered to allow clearance for headers. If the minimum standard is not complied with, the driver must install an operable on-board fire suppression system. A fire suppression system is preferred in all cars.

5.1.4.2 Seal-off

Firewall must completely seal off the driver from the engine compartment and trunk area.

5.1.5 Bumpers

5.1.5.1 Damage

Any bumper by construction or design that may cause damage to another car is not allowed.

5.1.5.2 Single Tube

Single tube-type bumpers only. (Material see 5.1.5.4 Wall Thickness.)

5.1.5.3 Height Requirement

Should roughly follow 5-Star ABC Rules (on body).



5.1.5.4 Wall Thickness

One and three-quarters by .095 inches (1 ¾" x .095") wall thickness maximum

5.1.6 Engine

5.1.6.1 Block

Factory-type CAST IRON BLOCKS

5.1.6.1.1 Cubic Inches GM and Ford

Three hundred sixty (360) cubic inches maximum for GM and Ford

5.1.6.1.2 Cubic Inches Dodge and Chrysler

Three hundred seventy-two (372) cubic inches maximum for Dodge and Chrysler

5.1.6.1.3 Crate Engines

GM Sealed Crate Engine PN: 88958604 with a 6400 chip and a 650-tool legal carburetor is the ONLY crate engine allowed.

5.1.6.2 Carburetor Spacer

One carburetor spacer allowed, one inch (1") thick maximum, may be installed between the carburetor and intake manifold.

5.1.6.3 Return Springs

Two (2) return springs required on carb.

5.1.6.4 Headers

All type headers allowed.

5.1.6.5 Oil Pumps

External oil pumps are NOT allowed.

5.1.6.6 Ignition

Any battery-powered ignition

5.1.6.7 Magnetos

NO MAGNETOS ALLOWED.

5.1.6.8 Heads

Aluminum heads allowed.

5.1.6.9 Location

Engine and transmission location must remain within two inches (2") of centerline of tread width.

5.1.6.10 Setback

Maximum of four-inch (4") setback from #1 spark plug to upper ball joint.

5.1.6.11 Ethylene Glycol

NO ethylene-glycol allowed. Water only. Water-Wetter type additive permitted.



5.1.7 Weight Minimums, Wheelbase, and Scaling Percentages

5.1.7.1 Base Weight with Driver

5.1.7.1.1 Crate "604" Sealed Engine

Six hundred fifty (650) CFM tool legal carb: two thousand seven hundred (2,700) pounds minimum with 6400 chip.

5.1.7.2 Wheelbase

One hundred one inches (101") minimum

5.1.7.3 Scaling Percentages

5.1.7.3.1 Left Side

Fifty-eight percent (58%) MAXIMUM left-side weight

5.1.7.3.2 Composition and Timing of Weights

All weights are with fuel and driver before the race.

5.1.8 Transmission

5.1.8.1 Operation

Must operate in forward and reverse.

5.1.8.2 Scatter Shield

An approved scatter shield is required for a manual transmission.

5.1.8.3 Leaks

Transmissions must not leak.

5.1.9 Rear-ends

5.1.9.1 Quick Change

Quick change rear-ends are allowed.

5.1.9.2 Differentials

Differentials may be locked, welded, or spooled.

5.1.9.3 Traction Devices

NO traction devices allowed.

5.1.10 Suspension Components

5.1.10.1 Front

Allowed: Tubular A-arms, coil-over shocks, weight-jacking screws, spring rods, trailing rods, after-market rack and pinion steering.

5.1.10.1.1 Right Front Spindle

Right front spindle MUST be heavy duty.

5.1.10.1.2 Power Steering

Power steering is highly recommended.



5.1.10.2 Rear

Allowed: Leaf springs, coil springs, coil-over shocks, steel weight jacks, Panhard bars and/or "J" Bars, three-point suspensions with dampener (hydraulic or hydraulic coil-over), four-link suspensions.

5.1.10.2.1 Rear Sway Bars

Rear sway bars are not allowed.

5.1.10.2.2 Inside-Car Adjustments

NO inside-car adjustments for suspension.

5.1.10.3 Shock Absorbers

5.1.10.3.1 Allowed

Adjustable shocks are allowed. One shock per wheel. NO remote reservoir or remote adjustable shocks allowed.

5.1.10.3.2 Weight break

Fifty (50)-pound weight break. Any twin tube, non-adjustable shock with a maximum \$200 manufacturer's retail price may be used. Rebuildable shocks are OK. Must use all four (4) shocks to receive fifty-pound (50-lb.) weight break. Manufacturer components must be used, valving optional.

5.1.10.3.3 Post-Race Disassembly

Post-race shock disassembly is the responsibility of the car owner/crew chief.

5.1.11 Wheels

5.1.11.1 Width

Ten-inch (10") wide steel racing wheels only.

5.1.11.2 Hubs

May be "Wide 5 type" on aluminum racing hubs.

5.1.11.3 Bead Locks

NO bead locks.

5.1.11.4 Wheel Well

Tires/wheels are not to extend outward beyond the body's wheel well.

5.1.12 Brakes

5.1.12.1 Count

Must have four (4)-wheel brakes.

5.1.12.2 Front/Rear Adjustment

Front/rear bias adjustment okay.

5.1.12.3 Left/Right Adjustment

NO left/right bias adjustment.

5.1.12.4 Pressure Regulation

NO blocked pressure regulating devices on brakes.



5.1.13 Tires

5.1.13.1 Type

Ten-inch (10") maximum American Racer Spec tire 27.0 x 10.0 x 15 tires

5.1.13.2 Purchase

Tires must be purchased from ARP.

5.1.13.3 Alteration

At no time are softener, additives, chemicals, enhancers, or strengtheners to be applied to any tire, inside or outside.

5.1.13.4 Initial Supply

Initial supply is eight (8) tires.

5.1.13.4.1 Additional Tires

Initial purchase of eight (8) tires at the beginning of the race season and then two (2) tires per competition race day.

5.1.13.5 Damage

If a tire is damaged in an accident, it can be replaced; the replacement tire will not be counted against a driver's tire allotment.

5.1.13.6 Changes

The tires used for qualifying must also be used in the main event. Any tire changes must be approved by track officials and be from tires in the driver's inventory.

5.1.13.6.1 Swaps

If a driver must install a different tire on his/her car after qualifying and the tire is new [ten (10) laps or less], the driver will start at the back of the events for the day.

5.1.13.7 Ownership

The tires belong to the driver and not the car, unless a car has more than one driver, which must be declared the first night the car competes.

5.1.13.8 Tread Width

Tread width will be measured at spindle height.

5.1.13.8.1 Fabricated Front End

Fabricated front end sixty-seven inches (67") maximum (zero tolerance).

5.1.13.8.2 Stock Stub

Stock Stub sixty-nine inches (69") maximum.

5.1.14 Fuel System and Fuel

5.1.14.1 Fuel Cell

Commercially manufactured fuel cell is REQUIRED; capacity maximum twenty-two (22) gallons.

5.1.14.2 Fuel Pump

Mechanical fuel pumps only. NO electric pumps allowed.



5.1.14.3 Tank Guards

Fuel tank guards must extend one-half inch (½") below fuel cell, must be one and one-half inches (1 ½") MINIMUM tubing with minimum twenty-two (22)-gauge metal pan; eight-inch (8") minimum height.

5.1.14.4 Fuel

Fuel will be pump gas, Avgas, octane boosters, or racing fuel, purchased from track if available.

5.1.14.5 Octane

Maximum one hundred ten (110) octane fuel.

5.1.15 Seat and Seat Belts

5.1.15.1 Seat

Aluminum factory-built racing-type seat for driver only.

5.1.15.2 Belts

Seat belts will be five (5)-point safety harness type.

5.1.15.3 Requirements

See 4.2.4 *Seat Belts and Harnesses* for additional information on harnesses.

5.1.16 Electrical

5.1.16.1 Switch

Must be wired with an ON/OFF switch which is clearly marked.

5.1.16.2 Accessibility

Shut-off switch must be accessible from both sides of the car.

5.1.16.3 Battery Restraint

Battery must be secured with a metal top restraint.

5.1.16.4 Battery Location

Battery will not be located within the driver's compartment.

5.1.17 Additional Rules

5.1.17.1 Application

All cars MUST comply with section 4 *Minimum Specifications* applicable rules.

5.1.17.2 Ground Clearance

Minimum ground clearance of three inches (3") for frame, body, transmission, engine, and suspension with driver in the vehicle.

5.1.17.3 Dragging Steel

Racer will be Black Flagged for any steel dragging on the track.

5.1.17.4 Overflow Canister

Overflow canister [one (1) gallon capacity] from radiator must be mounted ahead of firewall; it's recommended to vent the overflow to the right side of the windshield and within the driver's view.



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5.2 Mini-Stock

5.2.1 Bodies

5.2.1.1 Description

Any production model car or mini-truck with inline four (4)-cylinder engine.

5.2.1.2 Wheel Drive

Front- or rear-wheel drive.

5.2.1.3 Sports Cars

Sports cars are NOT ALLOWED.

5.2.1.4 Engines

Dual overhead cam or sixteen (16)-valve engines allowed at two thousand four hundred pounds (2,400 lbs.) scale weight.

5.2.1.5 Jeeps, Convertibles, Roadsters

Jeeps, Convertibles or Roadsters are NOT ALLOWED.

5.2.1.6 Sunroofs

Sunroofs must be covered with minimum twenty (20)-gauge magnetic sheet metal.

5.2.1.7 Bodies

Stock steel bodies: all glass and trim will be removed.

5.2.1.8 Hoods and Deck Lids

All hoods and deck lids will be secured with hood pins or one-quarter (1/4)-turn fasteners.

5.2.1.9 Doors

Doors must be welded or bolted shut.

5.2.1.10 Stock Locations

All body, frame, engine, transmission and suspension components must remain in stock locations and must be functioning properly. Door inner panel may be removed to accommodate side cage bars.

5.2.1.11 Rub Bars

NO external rub bars and/or nerf bars allowed.



5.2.1.12 Windshield

5.2.1.12.1 Front

Front: one-eighth inch (1/8") Lexan™ or minimum one-inch (1") screen with two (2) support bars

5.2.1.12.2 Width/Height

Must go full width and height (totally encompass).

5.2.1.13 Rear Spoiler

5.2.1.13.1 Rearview Vision

Rear Spoiler cannot obstruct the driver's rearview vision.

5.2.1.13.2 Height

Maximum four-inch (4") height.

5.2.1.13.3 Width

Maximum fifty-five-inch (55") width.

5.2.1.13.4 Material

Material: Aluminum

5.2.2 Chassis

5.2.2.1 Tubing Requirements

Tubing requirements for roll cage and door bars will be at a minimum of one and one-half by .095-inch (1½" OD x .095") wall DOM.

5.2.2.2 Sidebars

One-inch (1") OD round or square tube may be used as sidebars, mounted inside the body as close to flush with the body as possible.

5.2.2.3 Roll Cages

Roll cages must be a minimum of six (6) points and padded within the driver's reach.

5.2.2.4 Driver's Door

Driver's side door must have two (2) horizontal bars.

5.2.3 Firewalls

5.2.3.1 Material

Firewalls must be fabricated from a minimum twenty (20)-gauge magnetic sheet metal.

5.2.3.2 Sealing

Firewalls must completely seal off driver from engine compartment and fuel cell area, including originally manufactured holes.

5.2.3.3 Fire Suppression

An onboard operable fire suppression system is highly recommended. An up-to-date fire extinguisher in good working order is mandatory.



5.2.4 Bumpers

5.2.4.1 Reinforcement

Bumpers may be reinforced from the inside only.

5.2.4.2 Tube-Type

Tube-type bumpers may be used with a maximum one and one-half by .095-inch (1½" OD x .095") wall thickness. However, reinforced factory bumpers are preferred.

5.2.4.3 Damage

Any bumper by construction or design that may cause damage to another car is not allowed.

5.2.5 Engine

5.2.5.1 Manufacturer

Engine must be of parent manufacture, i.e.; GM to GM, Ford to Ford, Toyota to Toyota.

5.2.5.2 Engine Type

Inline Stock four (4)-cylinder engines with a single, two (2)-barrel carburetor or OEM EFI.

5.2.5.3 Cylinder Heads – Stock

5.2.5.3.1 Milling

Milling allowed only to true the head.

5.2.5.3.2 Matching

Cylinder head must remain stock for the make and model.

5.2.5.3.3 Valves

Valves to remain stock size for the head being used.

5.2.5.4 Camshafts – Stock

5.2.5.5 Block –Stock

5.2.5.5.1 Decking

NO DECKING allowed.

5.2.5.5.2 Overbore

.030 overbore preferred; maximum overbore .060 (see disclaimer).

5.2.5.5.3 Lower End

Internal lower end parts must remain stock and unaltered.

5.2.5.6 Intake Manifold

Aftermarket manifold for two (2)-barrel carburetor ALLOWED.

5.2.5.7 Position

All motors will remain in the stock position.

5.2.5.8 Centerline

Must maintain stock centerline.



5.2.5.9 Setbacks

NO setbacks allowed.

5.2.5.10 Height

NO height changes allowed.

5.2.5.11 Blowers, Turbo Chargers, Nitrous Oxide

NO blowers, turbo chargers, or nitrous oxide will be permitted to run.

5.2.5.12 Headers

Headers are acceptable.

5.2.5.13 Fuel Injection

OEM fuel injection okay with absolutely no modifications.

5.2.6 Weight Minimums, Scaling Percentages, and Dimensions

5.2.6.1 Weight

Two thousand two hundred (2,200) pounds with fuel and driver before race.

5.2.6.2 Dimensions

MAXIMUM wheelbase one hundred four inches (104") for cars, one hundred nine inches (109") for mini-stock trucks (with approval by race director).

5.2.6.3 Scaling Percentages

Fifty-eight percent (58%) maximum left side weight

5.2.7 Transmission

5.2.7.1 Type

Stock or replacement OEM.

5.2.7.2 Direction

Must operate in forward and reverse.

5.2.7.3 Scatter Shield

Scatter shields are highly recommended but not required.

5.2.7.4 Leaks

Transmissions must not leak.

5.2.8 Drive Axle

5.2.8.1 Type

Stock or replacement OEM.

5.2.8.2 Rear Wheel Drive

5.2.8.2.1 Quick-Change

NO quick-change rear ends allowed.

5.2.8.2.2 Racing

NO RACING rear ends allowed.



5.2.8.3 Front Wheel Drive

5.2.8.3.1 Right Front

Right front drive axle may be lengthened as necessary. See 5.2.9.1 A-arms.

5.2.8.4 Positraction

Drive axles may be locked, welded, or spool-type. NO positraction.

5.2.9 Suspension Components

5.2.9.1 A-arms

Right front lower A-arms can be extended one inch (1") as necessary for positive camber gain.

5.2.9.1.1 Reinforcement

Only the right front lower control arms may be reinforced.

5.2.9.2 Spec

Must be per that manufacturer for that particular make, model, and year.

5.2.9.3 OEM

Suspension shall be OEM only.

5.2.9.4 Aftermarket

NO aftermarket pieces.

5.2.9.5 Rear Axle Beam

Front-wheel drive cars may reinforce rear axle beam and must remain non-adjustable.

5.2.9.6 Panhard Bar

Rear wheel drive cars may use non-adjustable panhard bar.

5.2.9.7 Weight Jackers

NO weight jackers allowed.

5.2.9.8 Swaybars

NO aftermarket swaybars.

5.2.9.9 Spring Rubbers

Spring rubbers are allowed but must be secured to prevent falling out on the racing surface.

5.2.10 Wheels

5.2.10.1 Type

Must be steel factory-type or steel racing-type only.

5.2.10.2 Width

Maximum eight inches (8") wide – center line plus (+) or minus (-) one (1)-inch offset.

5.2.10.3 Material

NO aluminum wheels allowed.

5.2.10.4 Bead Locks

NO bead locks.



5.2.11 Brakes

5.2.11.1 Standard

Standard stock hydraulic brake system for the year, make, and model car used must be completely retained.

5.2.11.2 Racing Brakes

NO racing brakes.

5.2.11.3 Operability

All four (4) individual braking units must be operable always.

5.2.11.4 Alteration

NO drilling or lightening in any way of the following: rotors, calipers, drums, backing plates, shoes, or pads.

5.2.11.5 Drums

NO aluminum drums allowed.

5.2.12 Tires

5.2.12.1 Type

Maximum seven-inch (7") tread width track-spec thirteen-inch (13"), fourteen inch (14"), or fifteen inch (15") tires. Minimum right front must be purchased from ARP.

5.2.12.2 Alteration

Tampering or altering tire compound is not allowed.

5.2.12.3 Purchase

Tires to be purchased from ARP only.

5.2.13 Fuel System and Fuel

5.2.13.1 Fuel Cell

Racing fuel cell is REQUIRED and must be relocated to the trunk area and within the frame walls.

5.2.13.2 Capacity

Must be able to run fifty (50) laps at ARP.

5.2.13.3 Tank

Factory tank is acceptable if mounted in front of rear axle with OEM fuel pump.

5.2.13.4 Tank Guards

Fuel tank guards are required, [one-inch (1") bar cradle under tank].

5.2.13.5 Fuel Injection

OEM, unaltered fuel injection systems are allowed.

5.2.13.6 Shut-off Switch

Electric fuel pumps and OEM fuel injection must have oil pressure shut off switch.



5.2.13.7 Fuel

Fuel will be pump gas or Avgas. **NO alcohol, NO nitrous.**

5.2.14 Seat

5.2.14.1 Type

Factory built racing-type seat for driver only.

5.2.14.2 Seatbelts

Seatbelts will be five (5)-point safety harness.

5.2.14.3 Harness

Harness REQUIRED. See 4.2.4 *Seat Belts and Harnesses* for additional information on harnesses.

5.2.14.4 Mounting

Seat and seatbelts must be bolted to a frame assembly or mounted to the factory floor with minimum three by three-inch (3"x 3") steel plate.

5.2.14.5 Window

Safety window net

5.2.14.6 Apparel

Fire suit, gloves, SFI-approved helmet, and neck collar are required.

5.2.15 Electrical

5.2.15.1 ON/OFF

Must be wired with an ON/OFF switch which is clearly marked.

5.2.15.2 Accessibility

Switch must be accessible from both sides of the car.

5.2.15.3 Battery Enclosure

Battery must be enclosed.

5.2.15.4 Battery Security

Battery must be secured with a metal top restraint.

5.2.15.5 Battery Location

Battery may be in stock location if stock tray and hold down are in good working order, only with Tech approval.

5.2.15.6 Battery Posts

Battery posts must be covered with non-conductor type material.

5.2.16 Additional Rules

5.2.16.1 Section 4

All vehicles MUST also comply with section 4 *Minimum Specifications* applicable rules.



5.2.16.2 Minimum Clearance

Minimum ground clearance of three inches (3") for body, frame, engine, transmission, and suspension.

5.2.16.3 Overflow Canister

Overflow canister from radiator must be mounted ahead of firewall; it is recommended to vent the overflow to the right side of the windshield and within the driver's view.

5.2.16.4 Rearview Mirror

Inside rearview mirror is allowed.

5.2.16.5 Tow Hooks

Tow hooks front and rear securely fastened and clearly visible for the tow truck driver.

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5.3 Thunder Stock

5.3.1 Bodies

5.3.1.1 Allowed

Any American-made hardtop production auto, with a minimum one-hundred-inch (100") wheelbase.

5.3.1.2 Disallowed

NO OEM High Performance cars allowed.

5.3.1.3 Wheelbase

Rear wheel drive only with a stock wheelbase. (See 5.3.6 Weight Minimums and Dimensions.)

5.3.1.4 Glass and Trim

All glass and trim will be removed.

5.3.1.5 Hoods and Deck Lids

All hoods and deck lids will be secured with hood pins. Stock hinges allowed in stock positions; stock remote hood releases must be disabled.

5.3.1.6 Doors

Doors must be welded.



5.3.1.7 Stock Locations

All components – i.e., body, frame, engine, transmission – must remain in stock locations and must be functioning properly. Engine set-back allowed: #1 plug must be even or in front of upper ball joint.

5.3.1.8 Rub Bars and Nerf Bars

NO external rub bars and/or nerf bars allowed. Exceptions will be made for non-ARP regular racers. Two (2)-race weekend maximum exemption.

5.3.1.9 Windshield

5.3.1.9.1 Material

Windshield must be one-eighth inch (1/8") Lexan™ or one-inch (1") mesh wire screen.

5.3.1.9.2 Height and Width

Windshield must go full width and height (totally encompass).

5.3.1.9.3 Support Bars

Windshield must have three (3) support bars.

5.3.1.10 Removals

5.3.1.10.1 Bracing

Hood and deck lid bracing may be removed.

5.3.1.10.2 Front Fender Wells

Front fender wells may be removed.

5.3.1.10.3 Inner Door Panels

Inner door panels may be removed to accommodate roll cage installation and door bars.

5.3.1.10.4 Spoiler

OEM spoiler or maximum six-inch (6") high aluminum or Lexan™ spoiler no wider than the chassis.

5.3.2 Chassis

5.3.2.1 Roll Cages

Roll cages must be a minimum of six (6) points and padded within the driver's reach.

5.3.2.1.1 Driver's Door

Driver's side door must have three (3) horizontal bars, DOM one and three-quarters by .095 inch (1¾ x .095") round tubing.

5.3.2.1.2 Passenger's Door

Passenger side door must have two (2) horizontal bars, DOM one and three-quarters by .095 inch (1¾ x .095") round tubing.

5.3.2.1.3 Door Bars

Door bars must have ten (10)-gauge plate covering the outside extending from A post to B post on driver's side.



5.3.2.2 Welding

Cages and roll bars in unibody style cars must be welded to steel pads which must be welded to the strongest part of the floor pan or sub frame if available.

5.3.2.3 Frame Rails

Frame rails behind rear spring pockets may be reconstructed, due to rust or damage, with prior approval from ARP management.

5.3.3 Firewalls

5.3.3.1 Material

Firewalls must be fabricated from a minimum of twenty (20)-gauge aluminum or steel sheet metal.

5.3.3.2 Integrity

Firewalls must completely seal off driver from engine compartment and fuel cell area including originally manufactured holes.

5.3.3.3 Fire Suppression

An onboard operable fire suppression system is highly recommended; an up-to-date fire extinguisher in good working order is mandatory.

5.3.4 Bumpers

5.3.4.1 Type

STOCK bumpers or dual-bar bumpers manufactured from maximum one and three quarters by .095 inch (1 ¾ x .095") DOM tube steel.

5.3.4.2 Alteration

Bumpers may be welded on but may NOT be reinforced.

5.3.4.3 No Damage

Any bumper, by construction or design, that may cause damage to another car, is not allowed.

5.3.5 Engine

5.3.5.1 Minimum

Six (6) cylinders.

5.3.5.2 Maximum

Eight (8) cylinders. Part #809-88958602 crate motor is allowed.

5.3.5.3 Engine Blocks

Engine blocks must be absolutely stock! NO MODIFICATIONS ALLOWED.

5.3.5.3.1 Boring

Boring allowed; maximum overbore .060 for cleanup.

5.3.5.3.2 Decking and Squaring

NO decking, no squaring.

5.3.5.3.3 GM

GM products may run 350 (maximum).



5.3.5.3.4 Ford

Ford may run 302 or 351 (maximum).

5.3.5.3.5 Mopar

Mopar may run 318, 340, or 360 (maximum).

5.3.5.4 Cylinder Heads

Must be cast iron. Vortec cast-iron heads are acceptable.

5.3.5.4.1 Cubic Centimeters

Must be stock c.c.

5.3.5.4.2 Valve Jobs

Valve jobs may be done but absolutely stock valves will be run.

5.3.5.4.3 Five-Angle Valve Jobs

NO five (5)-angle valve jobs.

5.3.5.5 Camshafts

5.3.5.5.1 Lift and Duration

Stock lift and duration for make and model of car used. Circle track hydraulic, flat-tappet cam kit is acceptable, as available from Summit Racing.

5.3.5.5.2 Solid Lifters

NO solid lifters.

5.3.5.6 Crank Shafts

5.3.5.6.1 Stock

Stock: no alteration allowed.

5.3.5.6.2 Matching

Matching allowed for new bearings only (no balancing).

5.3.5.7 Ignition

5.3.5.7.1 Stock Ignition

Ignition must be stock. HEI is acceptable.

5.3.5.7.2 Modules

Ignition modules cannot be changed.

5.3.5.8 Computer Chips

Computer chips must be stock passenger car chips only.

5.3.5.8.1 High-Performance Chips

NO high-performance chips.

5.3.5.8.2 GM

GM modules must have GM stamp.



5.3.5.8.3 Ford

Ford modules must have Ford stamp.

5.3.5.8.4 Mopar

Mopar modules must have Mopar stamp.

5.3.5.9 Fuel Delivery Systems (Carburetors, Throttle Bodies, and Fuel Injection)

5.3.5.9.1 #4412 Holley Two-Barrel

If equipped from the factory with a throttle body, it may be changed to accept carburetion.

5.3.5.9.2 Fuel Injection

Fuel injection, if used, must remain stock and be unaltered.

5.3.5.9.3 Carburetors

Any unaltered carburetor is allowed with the following restrictions:

- Racers who choose to run a four (4)-barrel carburetor must have stock cast-iron exhaust. The GM stamp must be legible.
- Racers who choose to run a two (2)-barrel carburetor are allowed to run headers: 1.75" maximum tube diameter.

5.3.5.9.4 Alterations

NO altering of carburetors.

5.3.5.9.5 Chokes

Chokes may be wired open or removed.

5.3.5.9.6 Adapter Plates

Adapter plate allowed with two (2)-barrel carburetors.

5.3.5.9.7 Gasket

Only one stock OEM type baseplate gasket.

5.3.5.9.8 Spacer Plate

One-inch (1") spacer plate maximum.

5.3.5.10 Air Cleaners

5.3.5.10.1 Type

Stock air breathers or aftermarket open air cleaners required.

5.3.5.10.2 Material

Paper elements only.

5.3.5.10.3 Gauze

NO gauze air filters.

5.3.5.10.4 Air Ducts

NO outside air ducts allowed.



5.3.5.11 Intakes

5.3.5.11.1 Cast Iron

Cast iron intakes or high-rise aluminum as used on the 602 engine is acceptable.

5.3.5.11.2 Edelbrock

Edelbrock aluminum Performer intakes are acceptable as follows: must be unmodified; no gasket matching or plenum work allowed. No grinding or removing of any castings or numbers. Only listed intakes can be run; no exceptions:

- GM – SBC Performer #2101
- Ford – 260-289-302 V8 Performer #289
- Ford – 351M/400 V8 Performer #400
- Ford – 351 Cleveland Performer #LB 351-4v
- Ford – Ford 351 Windsor Performer #351w
- Chrysler – Chrysler 318/360 Performer #318/360

5.3.5.12 Exhaust Manifolds

5.3.5.12.1 Stock

Exhaust manifolds must be stock cast-iron manifolds with the GM stamp legible if the racer chooses to run a four (4)-barrel carburetor. Headers with a maximum 1.75" diameter will be allowed if the racer chooses to run a two (2)-barrel carburetor.

5.3.5.12.2 Modifications

NO modifications to exhaust manifolds allowed.

5.3.5.12.3 Porting, Polishing, Gasket Matching

NO exhaust manifold porting, polishing, or gasket matching.

5.3.5.12.4 Dual Exhaust

Dual exhaust allowed. See 4.4.10 Mufflers for muffler rule.

5.3.5.13 Radiators

5.3.5.13.1 Stock

Any radiator is allowed.

5.3.5.13.2 Location

Must fit in stock location for year, make, and model of car being run.

5.3.5.13.3 Water

Water only. Water Wetter-type additive is permitted.

5.3.5.13.4 Overflow

Radiator overflow can – one (1) gallon capacity – must remain under hood. See 5.3.16.3 *Radiator Overflow*.

5.3.6 Weight Minimums and Dimensions

5.3.6.1 Wheelbase

MINIMUM wheelbase one hundred inches (100").



5.3.6.2 Ballast Weights

Ballast weights allowed per 4.4.7 Weights.

5.3.6.3 Weight

Minimum weight three thousand (3,000) pounds with fuel and driver.

5.3.6.4 Left Side

Fifty-eight percent (58%) maximum left-side weight.

5.3.7 Transmissions

5.3.7.1 Stock

Transmissions must remain stock.

5.3.7.2 Automatic Transmissions

5.3.7.2.1 Modifications

NO modifications of any type.

5.3.7.2.2 Leakage

Automatic transmissions must not leak and must be equipped with elevated vent tube and/or catch tank.

5.3.7.2.3 Shifter

Floor-mounted street and/or stock style shifter allowed for automatic transmission.

5.3.7.3 Standard Transmission Clutch Systems

5.3.7.3.1 Stock

Stock clutch disks only.

5.3.7.3.2 Solid

NO solid clutch disks.

5.3.7.3.3 Type

Spring type only.

5.3.7.4 Fly Wheel

5.3.7.4.1 Stock

Stock fly wheels only.

5.3.7.4.2 Aluminum

NO aluminum fly wheels.

5.3.7.4.3 Modifications

NO lightening or drilling of holes allowed.

5.3.7.4.4 Re-facing

Re-facing permitted. Must be within one (1) pound of factory specifications.

5.3.7.5 Pressure Plate

Pressure plate must be stock only.



5.3.7.6 Bell Housing

5.3.7.6.1 Scatter Shields

Scatter shields are highly recommended but not required.

5.3.8 Drive Axles

5.3.8.1 Stock

5.3.8.2 OEM-style after-market axles permitted; floater axles are approved. Type

Nine-inch (9") Ford differential is acceptable. Differentials may be locked, welded, or spool type.

5.3.9 Suspension Components

All suspension component mounting points (both front and rear) must remain in the stock locations. No weight jacks.

Adjustable and coil-over shocks not permitted.

5.3.9.1 Bolts

Right front upper A-arm bolts may be lengthened to gain camber.

5.3.9.2 Strut Towers

Strut towers may be cut and welded to allow maximum of six (6) degrees of camber.

5.3.9.3 Springs

Springs may be cut or bent. OEM interchange allowed subject to tech inspection. Springs must remain in their stock locations.

5.3.9.4 Modifications

Using OEM components, modifications may be made to adjust camber and caster as necessary.

5.3.9.5 Studs

Heavy-duty wheel studs. Required minimum size one-half inch (1/2").

5.3.9.6 Weight Jackers

No weight jackers of any kind allowed.

5.3.9.7 A-arms

Non-adjustable tube-type upper A-arms are acceptable. A-arm mounting (both upper and lower) points must remain unaltered in the stock locations.

5.3.10 Wheels

5.3.10.1 Type

Stock steel OEM or steel race wheels.

5.3.10.2 Width

Maximum eight inches (8") wide.

5.3.10.3 Reinforcement

Reinforcement allowed upon inspection.



5.3.10.4 Studs

Heavy-duty wheel studs must be installed in the right front hub.

5.3.11 Brakes

5.3.11.1 Stock

Stock brakes.

5.3.11.2 Bias Adjusters

NO brake bias adjusters allowed.

5.3.12 Tires

5.3.12.1 Width, Type

Maximum eight-inch (8") width, only American Racer 970 spec-tire purchased from ARP allowed.

5.3.12.2 Street Tires

If agreed upon by a vote of racers present on race day, drivers may run street tires (none R-rated).

5.3.12.3 Initial Supply

Initial supply six (6) tires.

5.3.12.3.1 Additional

One (1) additional tire can be purchased each completed race day.

5.3.13 Fuel and Fuel System

5.3.13.1 Fuel Cell

Fuel cell is required and should be located between the frame rails, no lower than the bottom of the frame rails. The trunk pan may be removed. The fuel cell must be shielded from the driver by the firewall. Capacity: must be able to run one hundred (100) laps at ARP.

5.3.13.1.1 Holes

If the trunk pan is not removed, you must drill at least four 1" diameter holes directly underneath the fuel cell so in the event of a puncture or accident fuel can escape.

5.3.13.1.2 Tubing

Fuel cell must be caged or encompassed with two (2) pieces of one-inch (1") square tubing running front to rear.

5.3.13.2 Location

If the tank is not relocated, it must be contained within the frame rails and protected with a minimum six-point cage constructed from a minimum one inch (1") round or square OD x .095 DOM wall tubing welded to the frame or bolted with a minimum of six (6) three-eighths inch (3/8") grade eight (8) bolts.

5.3.13.3 Fuel Pump

Stock fuel pump only.

5.3.13.3.1 Shut-off Switch

Electric fuel pumps and OEM fuel injection must have low oil pressure shut-off switch.



5.3.13.3.2 After-Market

NO after-market performance fuel pumps.

5.3.13.4 Fuel

Fuel will be automotive grade pump gas or Avgas only; 110 Octane rated maximum.

5.3.13.5 Lines

Fuel lines will be maximum half-inch (1/2") steel fuel line running under the car. It is recommended that any rubber fuel line be protected in some manner to prevent puncture.

5.3.14 Seat

5.3.14.1 Type

Factory built aluminum racing seat is required.

5.3.14.2 Seat Belts

REQUIRED: Seat belts will be five (5)-point safety harness type. See 4.2.4 *Seat Belts and Harnesses* for additional information on harness installation.

5.3.15 Electrical

5.3.15.1 ON/OFF Switch

Electrical must be wired with an ON/OFF switch and be clearly marked.

5.3.15.2 Accessibility

Shut off switch must be clearly labeled and accessible from both sides of the car.

5.3.15.3 Battery

5.3.15.3.1 Location

Stock location allowed.

5.3.15.3.2 Enclosure

Battery must be fully enclosed in a vented compartment. Battery will NOT be relocated to the driver's compartment.

5.3.15.3.3 Restraint

Battery must be secured with a metal top restraint.

5.3.16 Additional Rules

5.3.16.1 Section 3

All vehicles MUST also comply with section 4 Minimum Specifications applicable rules.

5.3.16.2 Ground Clearance

Minimum ground clearance of three inches (3") for frame, body, engine, transmission, and suspension.

5.3.16.3 Radiator Overflow

Overflow canister from radiator must be mounted ahead of firewall. It is recommended to vent the overflow to the right side of the windshield and within the driver's view.



5.4 Sportsman Stock

5.4.1 Bodies

5.4.1.1 Type

Any 1955 or newer American-made mid- or full-size sedan or any 1960 or newer stock-appearing pickup truck to one-half (½) ton maximum.

5.4.1.2 Stock Steel Bodies

All glass and trim will be removed.

5.4.1.2.1 Hoods and Deck Lids

All hoods and deck lids must be secured with hood pins or one-quarter (1/4)-turn fasteners.

5.4.1.2.2 Doors

Doors must be welded shut.

5.4.1.3 Aftermarket Bodies

Stock-appearing aftermarket bodies are allowed.

5.4.1.3.1 Material

Allowed materials include Fiberglass, aluminum, steel, and plastic.

5.4.1.3.2 Hoods and Deck Lids

All hoods and deck lids must be secured with hood pins or one-quarter (1/4)-turn fasteners.

5.4.1.4 Windshield

5.4.1.4.1 Front Lexan™

Front windshield should be one-eighth inch (1/8") Lexan™. Must go full width and height (fully encompass).

5.4.1.4.2 Front not Lexan™

If not Lexan™, one-half by one-half inch (½" x ½") wire mesh screening, reinforced with three three-sixteenth inch (3/16") steel rods, equally spaced across the full width, and placed in front of the driver.

5.4.1.5 Spoilers

5.4.1.5.1 Vision

Spoilers cannot obstruct the driver's rearview vision.

5.4.1.5.2 Height

Spoiler maximum height is eight inches (8").

5.4.1.5.3 Width

Spoiler maximum width is sixty inches (60").

5.4.1.5.4 Angle

Spoiler maximum angle is seventy (70) degrees.

5.4.1.5.5 Material

Spoiler material should be Lexan™ or aluminum.



5.4.2 Chassis

5.4.2.1 Frame

Stock frame is mandatory. See rule 5.4.9.

5.4.2.2 Front Clip

Stock front clip may be altered for engine setback and fuel pump clearance.

5.4.2.3 Tubing

Tubing requirements for roll cage and door bars will be a minimum of one and three-quarters inch OD by .095 (1 3/4" x .095") thickness wall DOM.

5.4.2.4 Roll Cage

Roll cage must be a minimum of six (6) points and padded within the driver's reach.

5.4.2.5 Doors

Driver's side door must have four (4) horizontal bars, and the passenger's side door must have three (3) horizontal bars.

5.4.2.6 Rub Bars and Nerf Bars

No external rub bars and/or nerf bars allowed. Exceptions will be made for non-ARP regular racers. Two (2) race weekend maximum exemption.

5.4.2.7 Uni-body Cars

Uni-body cars MUST have sub-frames joined together for strength.

5.4.2.8 Frame Rails

Frame rails behind rear spring pockets may be cut and fabricated.

5.4.2.8.1 Fabrication Material

Material for fabrication not to exceed two inches by three inches by .120 thickness (2" x 3" x .120").

5.4.2.9 Bracing

Frames may be cross-braced or X-ed through the center.

5.4.2.10 Plating

Frames may be plated on inside of frame rails.

5.4.2.11 Weight Boxes

Weight boxes are allowed.

5.4.3 Firewalls

5.4.3.1 Material

Firewalls must be fabricated from a MINIMUM 20-gauge aluminum or steel sheet metal and may be altered to allow clearance for headers. If the minimum standard is not complied with, you must install an operable onboard fire-suppression system.



5.4.3.2 Complete separation

Firewall must completely seal off driver's compartment from engine compartment and fuel cell area.

5.4.3.3 Sealant

Firewall must be sealed off with heatproof sealant and/or aluminum tape.

5.4.4 Bumpers

5.4.4.1 Stock

Stock bumpers may be reinforced from the inside only. See rule 5.4.4.4.

5.4.4.2 Damage

Any bumper by construction or design that may cause damage to another car is not allowed.

5.4.4.3 Tube-type

Tube-type bumpers are allowed. See rule 5.4.4.4.

5.4.4.4 Material Spec

Material one and three-quarters inches by .095 (1 ¾" x .095") wall thickness maximum.

5.4.5 Engine

5.4.5.1 Cast-iron Blocks

Factory-type CAST-IRON BLOCKS are allowed.

5.4.5.1.1 Small Blocks

Only small blocks are allowed.

5.4.5.1.2 Big Blocks

Big blocks are NOT allowed.

5.4.5.1.3 Parts

Engine parts may NOT be crossed from one manufacturer's line to another.

5.4.5.1.4 Heads

Aluminum heads are allowed.

5.4.5.2 Rocker Arms

Ball-type rocker arms with roller tips are allowed.

5.4.5.3 Roller Rocker Arms

Roller rocker arms are allowed.

5.4.5.4 Headers

See 4.4.10 Mufflers.

5.4.5.5 Intakes

Aluminum intakes are allowed.

5.4.5.6 Wet Sump Oil Systems

Wet sump oil systems are allowed.



5.4.5.7 Dry Sump Oil Systems

Dry sump oil systems are NOT allowed.

5.4.5.8 Ignition

Any battery-powered ignition is allowed.

5.4.5.9 Location

Engine and transmission location must remain centered between the frame rails.

5.4.5.10 Carburetor

One (1) four (4)-barrel carburetor maximum is allowed.

5.4.5.11 GM Crate Motors

GM crate motors are allowed: Part #809-88958602 or Part #809-88958604.

5.4.5.12 Magnetos

Magnetos are NOT allowed.

5.4.5.13 Blowers, Turbochargers, Nitrous Oxide

Blowers, turbochargers, and nitrous oxide systems are NOT allowed.

5.4.6 Weight Minimums and Scaling Percentages/Dimensions

5.4.6.1 Limit

The weight limit is three thousand (3,000) pounds: car plus driver at start of race.

5.4.6.2 Tread

Tread width MAXIMUM of seventy-two inches (72") center-to-center, front and rear.

5.4.6.3 Wheelbase

Wheelbase one hundred inches (100") minimum and one hundred fifteen inches (115") maximum.

5.4.6.4 Left-side Weight

Fifty-eight percent (58%) MAXIMUM left-side weight.

5.4.6.5 Weight Distribution

Forty-eight percent (48%) front minimum; fifty-two percent (52%) rear maximum.

5.4.7 Transmission

5.4.7.1 Gears

Must operate in forward and reverse.

5.4.7.2 Scatter Shield

An approved scatter shield is required for a manual transmission.

5.4.7.3 Leaks

Automatic transmissions must not leak.

5.4.8 Rear-ends

5.4.8.1 Differentials

Differentials may be locked, welded, or spooled.



5.4.8.2 Traction Control

No electronic traction controls allowed.

5.4.8.3 Eliminators

"C" clip eliminators are required for GM "C" clip-type rear-ends.

5.4.8.4 Floating

Full floating allowed.

5.4.8.5 Ford Type

Ford rear-end in non-Ford vehicle is approved.

5.4.9 Suspension Components

5.4.9.1 Shocks

Steel body racing shocks are allowed in front and rear. Air shocks are NOT allowed in front nor rear.

5.4.9.2 Anti-sway Bars

Adjustable stock and OEM heavier anti-sway bars are allowed in front and rear. After-market three (3)-piece anti-sway bars are NOT allowed in front nor rear.

5.4.9.3 Steering

After-market steering boxes and rack-and-pinion are NOT allowed. Power steering must remain OEM.

5.4.9.4 Adjustment

No inside-car adjustment for suspension in front nor rear.

5.4.9.5 A-arms

Tubular UPPER A-arms are allowed.

5.4.9.6 Weight Jacks

Weight jacks are allowed in front and rear.

5.4.9.7 Front Spindles

Reinforced front spindles are highly encouraged.

5.4.9.8 Springs

Four-inch (4") diameter minimum racing coil springs are allowed in front and rear. Leaf springs with sliders are allowed in rear.

5.4.9.9 Panhard Bars

Panhard bars or "J" bars are allowed in rear.

5.4.10 Wheels

5.4.10.1 Type

Stock or racing wheels only (stock wheels may be reinforced).

5.4.10.2 Width

Maximum eight inches (8") wide.



5.4.10.3 Offset

Any offset allowed.

5.4.10.4 Bead Locks

NO bead locks allowed. Exceptions will be made for non-ARP regular racers. Two (2)-weekend maximum exemption.

5.4.10.5 Tread Width

Tires/wheels are not to extend outward beyond the seventy-two inch (72") tread width.

5.4.10.6 Spacers

Spacers allowed as long as rules 5.4.6.2 and 5.4.10.5 are not violated.

5.4.11 Brakes

5.4.11.1 Count

Must have four (4)-wheel brakes (may be upgraded to racing brakes).

5.4.11.2 Front/Rear Bias

Front/rear brake bias adjustments are allowed.

5.4.11.3 Left/Right Bias

Left/right brake bias adjustments are NOT allowed.

5.4.12 Tires

5.4.12.1 Type

Eight inch (8") American Racer 970 tires are allowed.

5.4.12.2 Point of Sale

Tires must be purchased from Alaska Raceway Park.

5.4.12.3 Alteration

Tampering with or altering tire compound is NOT allowed.

5.4.12.4 Initial Supply

Initial supply is six (6) tires.

5.4.12.5 Additional Tires

One (1) additional tire is allowed to be purchased each competed race day.

5.4.13 Fuel System and Fuel

5.4.13.1 Fuel Cell

Fuel cell is REQUIRED and will be located in the trunk area. Capacity: must be able to run one hundred (100) laps at ARP.

5.4.13.2 Pump

Electric fuel pumps allowed but not recommended and may be used as long as it is shut off with an oil-pressure switch, e.g., if the engine has no oil pressure, the pump will not run.



5.4.13.3 Guards

Fuel tank guards must extend one-half inch ($\frac{1}{2}$ ") below the fuel cell; one and one-half inches ($1\frac{1}{2}$ ") MINIMUM tubing.

5.4.13.4 Fuel Type

Fuel will be pump gas, AV gas, or octane boosters. Methanol ONLY with identification label clearly displayed.

5.4.14 Seat and Seat Belt

Seat belt harnesses are REQUIRED. See 4.2.4 for additional information on harnesses.

5.4.14.1 Seat Type

Aluminum racing-type seat for driver only.

5.4.14.2 Seat Belts

Seat belts will be five (5)-point safety harness type.

5.4.14.3 Floor Pan Bolts

Cars with seats and seatbelts bolted to the floor pan will NOT be allowed entry to the racetrack at any time. NO EXCEPTIONS.

5.4.15 Electrical System

5.4.15.1 Shutoff Switch

Electrical system must be wired with an ON/OFF switch that is clearly marked.

5.4.15.2 Shutoff Accessibility

The shutoff switch must be accessible from both sides of the car.

5.4.15.3 Battery Restraint

The battery must be secured with a metal top restraint.

5.4.15.4 Battery Location

The battery will NOT be located within the driver's compartment.

5.4.16 Additional Rules

5.4.16.1 General Policies

All cars MUST also comply with Section 3 General Policies applicable rules.

5.4.16.2 Ground Clearance

Minimum ground clearance is three inches (3"). See Section 3 subsections on Scaling and Inspections.

5.4.16.3 Radiator Overflow

Overflow canister from radiator must be mounted ahead of the firewall. It's RECOMMENDED to vent the overflow to the right side of the windshield and within the driver's view.

5.4.16.4 Air Deflectors

Wing/vent window air deflectors are allowed.



5.4.16.5 Additional Safety Requirements

See Section 4.2 for additional safety requirements. IF A RULE IS NOT SPECIFICALLY PROVIDED FOR IN THESE RULES OR THE GENERAL RULES, IT IS NOT ALLOWED. ALL CARS IN THIS CLASS MUST ALSO CONFORM TO THE APPLICABLE GENERAL RULES AND SAFETY RULES. ALASKA RACEWAY PARK RESERVES THE RIGHT TO ADD, DELETE, SUPERSEDE, OR MODIFY ANY RULES EXHIBITS OR DRAWINGS THAT IT DEEMS NECESSARY FOR THE BETTERMENT OF RACING AND/OR SAFETY.



5.5 Baby Grands

ARP will adopt items 12 through 35 of the current Pro Grand National rulebook with the following exceptions:

5.5.1 Item 29.1/29.2

10 American Racer tires per season will be allowed and must be purchased from local track distributor.

5.5.2 Item 13.15

Per rule 4.2.4.1 Hans-type devices will be required for the 2020 racing season.

5.6 Legends

Legends will be teched under the current INEX Legend tech rules.



6 Change History

Date	Change
<p>April 9, 2019</p>	<p>Accepted all changes from the 1/27/18 version. Updated formatting & numbering. Updated: 2.1.9.3 re unnecessary roughness; 2.1.9.6 added removal of points; clarified 2.1.10.8.1.1; clarified 3.3; added mandatory HANS info in 4.2.4.1; added 4.2.11; updated 4.3.3.2, 4.3.3.3, added 4.3.3.4 regarding children; deleted 4.8.6.4 (redundant one lap to go); clarified 4.8.6.4.4; added 4.8.6.4.5; updated 4.8.6.6; updated 4.11.4, 4.11.5, 4.11.6.1, 4.11.6.2, 4.11.8 and added 4.11.7 regarding payouts; updated 4.15; updated 4.17.2.1; updated 4.17.3; update 5.1.6.1.3, deleted 5.1.6.2 and 5.1.6.3; deleted 5.1.7.1.1 and 5.1.7.1.2, updated 5.1.7.1.1; updated 5.1.13.3; updated section 5.5</p>
<p>January 27, 2018</p>	<p>Accepted all changes from 10/25/17 version Updated 4.4.12 All Classes->Roof Numbers Added 5.5 Baby Grands Added 5.6 Legends</p>
<p>October 25, 2017</p>	<p>Accepted all changes from 4/22/17 version Updated 5.3 Thunder Stock Added 5.4 Sportsman Stock Latest changes are tracked</p>
<p>April 22, 2017</p>	<p>Accepted all changes from 1/1/17 version Moved Changed History to end of document See crossed out deletions and bolded additions in 4.4.10, 4.4.10.3, 4.8.6.4, 4.8.6.5.3, 4.8.6.7, 4.15, 5.3, 5.3.5.6.1, 5.3.6.1 All others are unmarked spelling corrections</p>
<p>January 1, 2017</p>	<p>Formatting, table of contents. Please note that, due to a change to auto-numbering, section numbers may be different. Latest rules changes are in track changes</p>
<p>January 4, 2016</p>	<p>Latest rules changes (changes are inserted in <i>italics</i> and/or next to crossed out text from previous version)</p>