

Pro Grand National Racing Series

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2025 Rules



***WIN FRIENDS and
INFLUENCE RACING***

2025

PRO GRAND NATIONAL RACING SERIES

1. Showcase Pro Grand National Racing Series (PGNRS), assist racers with name recognition, and provide a venue in which to race for a national points championship, in a professional manner. 2. Reduce the cost of racing and attract new racers into PGNRS. 3. Provide a Technical Inspection Team (tech team) that enforces *safety first*, thus providing a fair and even playing field for all racers.

GENERAL DISCLAIMER STATEMENT

The rules and/or regulations herein are designed to provide for the orderly conduct of PGNRS events and establish minimum acceptable requirements for said events. All rules specified herein shall govern the car owner and/or driver compliance during all PGNRS events. By participating in PGNRS events, all participants are deemed to have complied with all PGNRS rules. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH, THESE RULES AND/OR REGULATIONS.** Rules set forth herein are intended as a guide for the conduct of PGNRS events and are in no way a guarantee against injury or death to a participant, spectator, or official. The Race Director is empowered to permit reasonable and appropriate deviation from any of the specifications herein, or to impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation of, or deviation from these rules is left to the discretion of the Race Director. **THE RACE DIRECTOR'S DECISIONS ARE FINAL.**

CODE OF CONDUCT

All PGNRS members are expected to abide by the *Code of Conduct* during all PGNRS. Any concerns regarding PGNRS events must be addressed and resolved PGNRS officials only.

1. During a PGNRS event, the driver is responsible for the actions and words of the car owner, pit crew, etc. in all respects; however, if a driver is less than 18 years of age, said driver's parent/guardian is responsible. Throughout this section, the word "driver" shall mean the driver, and anyone associated with that driver at the track. **The driver shall be the sole spokesperson for his/her car, owner, and pit crew in any and all matters: unless driver is less than 18 years of age, in which case a parent or team owner will be the spokesperson and must deal with PGNRS officials only regarding their conduct and behavior.** Racing is a sport that peaks emotions and adrenaline, but we must keep it in check and act in a professional manner. **Code of Conduct Violation Fee will be \$100 and non-refundable, and must be submitted within 48 hours.** 2. Unsportsmanlike conduct towards track officials, safety crews, ambulance crews, other racers, crew members, other racers family members, spectators, or PGNRS Officials will never be tolerated. Unsportsmanlike conduct includes, but is not limited to, screaming, yelling, or threatening words and/or actions. When conflicts or concerns arise, drivers are expected to share their concerns with PGNRS Officials in a controlled professional manner. Violation of this policy will be handled on a case-by-case basis in regard to the severity of the action. 3. Physical violence is prohibited. During a PGNRS event, any driver, owner, or crew member who physically attacks anyone, will be automatically suspended. Each occurrence will be reviewed before the next racing season by PGNRS Officials. A letter of disciplinary actions will be sent to the suspended driver, owner, or crew member. 4. During a PGNRS event, a driver who uses his/her car as a weapon – i.e. ramming another car intentionally before, during, or after a race, will be immediately disqualified, suspension may follow. 5. At National events no driver, owner, or crew member should ever go to a local racetrack official with concerns/complaints. Complaints must be brought to the attention of the track by PGNRS officials only. These are serious offenses that can ruin PGNRS' relationship with a track, and therefore will not be tolerated. Remember all calls by the track officials are final. 6. Crew members are not permitted on the racetrack at any time, except when presence is requested by a track official. 7. All drivers, owners, and crew members associated with PGNRS are required to abide by all local track policies and procedures. **AS RULES VARY FROM TRACK TO TRACK, GO TO THE TRACK'S WEBSITE AND READ THE RULES BEFORE GOING TO THE RACE.** 8. All personal property brought to any racetrack by a team must be removed, or properly disposed of prior the team's departure. Examples include, but are not limited to tires, race car parts, used oil, food wrappers/containers, etc. 9. No alcohol is permitted in PGNRS pit areas before or during PGNRS events. 10. Each driver, owner, and crew member participating in a PGNRS event are required to know and understand the PGNRS rules contained herein as all of rules apply to each of the aforementioned individuals.

POLICIES/PROCEDURES

1. PGNRS will operate according to the following Policies and Procedures throughout each racing season. 2. Rain Policy – When a race is stopped for rain, or reasons beyond the control of the track officials (i.e. power going out and the track

calls off the rest of the night, etc.), after ½ of the laps are completed, the race is considered official, and the running order will become the final finishing order. 3. If a race is stopped before ½ of the laps are completed, and the race is cancelled, PGNRS will assign 40 points to each driver entered in that event. 4. Refund Policy – PGNRS membership fees are non-refundable. 5. Tech Decisions – During all PGNRS events, tech inspectors inspect PGNRS race cars. All decisions regarding the legality of said race cars, and parts thereof will be made by the supporting PGNRS Officials when available. 6. Testing Policy – No testing will be allowed at a PGNRS event racetrack during the week prior to the event. If the track has a regularly scheduled racing event during the week prior to the PGNRS event, it is okay to run in that race. Violations of this policy will result in a driver penalty of 10 points earned during the ensuing PGNRS event. 7. Communication Policy – All drivers in any PGNRS **National** event are encouraged to use radios to allow direct communication from spotter area to their car in the event for line ups, cautions, and warnings to the drivers. No driver will enter the track for any reason without a spotter and radio communication unless otherwise approved to run without. Spotters are encouraged to be used in all PGNRS National events. Most tracks have a designated location for spotters to be, PGNRS spotters are required to adhere to the tracks policy on that location. There will be a mandatory spotter meeting directly after the drivers meeting during each PGNRS National event. If the tracks use Raceivers, driver and or spotter will be required to use them. 9. Rules Policy – PGNRS rules are managed by the series officials. Suggestions for rules, and revisions thereof, may be submitted, with justification, via e-mail through the PGNRS-facebook page. 10. NO LITIGATION - By entering a PGNRS sanctioned event, drivers, owners, and crew members agree to accept the following terms: A decision of a PGNRS Official is final, non-protestable, and cannot be litigated. If a PGNRS member violates this agreement, and proceeds with litigation against PGNRS, or its official(s), said member agrees to pay any and all costs, including reasonable attorney fees associated with the litigation, incurred by PGNRS or its official(s).

MEMBERSHIP AND LICENSING

1. PGNRS membership runs from January 1st - December 31st of the same year. All memberships must be renewed annually. The membership fee for owners, crew members, family members, and fans is \$20.00 per year. Driver membership is \$25.00 per year. Membership is not mandatory in order to be drive a race car on a track but encouraged as endorsement of PGNRS rules. 2. PGNRS may provide membership to any individual interested in PGNRS racing, as long as said individual has A.) Completely, and truthfully completed a membership application. B.) Agreed to abide by the PGNRS Rules and Code of Conduct, and C.) Paid the fee due for membership. PGNRS reserves the right to reject or deny any application that is deemed unacceptable and terminate any membership that has failed to comply with PGNRS Rules, Guidelines, and Code of Conduct. 3. All drivers participating in PGNRS events are encouraged to be members. To secure and maintain a PGNRS competition membership, the member shall sign in with the designated track sponsor representative or dealer who will have a membership roster on hand. To reduce administrative costs, no license will be issued. Criteria for drivers under the age of 18;

- A. Meet age requirements of at least 13 years old by the time of the first National Race or NO YOUNGER THAN 13 years old without approval by a PGNRS Officer by means of experience and documentation in the form of video, another sanctioning body website, or contact with that sanctioning body Director of Competition. Drivers under 18 years of age are eligible to race in the PGNRS if they have at least two years of racing experience at a level acceptable to PGNRS, are cleared to race by the local track officials, and are covered by local track insurance.
- B. Have met all PGNRS racing experience guidelines.
- C. Submit to a driver's test if requested by PGNRS officials.
- D. If a competition applicant is under 18 years of age, the applicant must submit a minor release form signed by all parents or court-appointed guardians. If the applicant is less than 18 years of age, the parent and/or guardian must also join PGNRS as an associate member. All competition applicants under 18 years of age are required to submit with their application a copy of their birth certificate. All birth certificates, whether a copy or an original will not be returned and kept on file with PGNRS.
- E. Competitors and/or their parents or legal guardians must ensure that local track insurance covers them – especially if under the age of 18.
- F. Local track rules prevail regarding minimum age of competitors. PGNRS Officials will, when making the schedule, make every effort to schedule tracks where all the members can compete. If a track's insurance policy will not permit it, and a rider policy can be purchased by the underage competitor to satisfy the insurance company PGNRS Officials will notify that team owner as soon as they find out that information. If by reason of a track being

sanctioned by NASCAR and that, in itself, prevents an underage competitor from racing, PGNRS will notify the affected team and work with them on a possible solution.

4. There are NO ONE DAY MEMBERSHIPS. A driver must be in good standing to race in a PGNRS national event.
5. All PGNRS memberships are non-refundable and non-transferable.
6. Car numbers for the PGNRS events are first come first served based on when membership forms are received. National events with same numbers will have alphanumeric designator.

TECH INSPECTIONS

1. Pre-Tech - Every car that competes in a National PGNRS event, must go through pre-tech before practice. Passing pre-tech does not mean the car is exempt from post-race tech, or that the car is safe to race. It only means that the items inspected passed PGNRS specifications at that time. Racers are welcome to present their cars to pre-tech at any time to verify continued compliance with PGNRS specifications. Compliance with PGNRS specifications does not protect a driver from injury or loss due to racing accidents or activities. AN INSPECTION DECAL OR BAND, UNIQUE TO THAT RACE, PRE-TECH IDENTIFICATION WILL BE PLACED ON EACH CAR BY THE INSPECTING OFFICIAL SHOWING THE CAR HAS BEEN THROUGH PRE-TECH.

2. PGNRS PRE TECH CHECKLIST.

- a. PGNRS VIN# plate, Serial #s, verifies that chassis is PGNRS approved.
- b. Engine compartment exam
- c. Wheelbase Max,
- d. All required safety items

3. PGNRS POST QUALIFYING TECH.

- a. Top qualifiers will be inspected after qualifying.
- b. The number of cars and the items checked will be at the discretion of the PGNRS tech official.

4. PGNRS POST RACE TECH INSPECTION PROCEDURES.

- a. After the race is complete, all cars that finished the race are subject to tech inspection, and shall go directly to the tech area and wait to be released by tech.
- b. The top 3 finishing positions will be inspected.
- c. The number 2 finishing position driver will draw a number from the "hat". That number represents an additional finishing position car that will be inspected. Example: the number drawn is an 8. The car that finished in 8th place will be inspected just like the top 3.
- d. Once the number is drawn from the "hat" all other cars are released to go their pit area. Any car that does not follow this procedure will be moved back 3 positions in the finishing order.

1.0 PRO GRAND NATIONAL RACING SERIES GENERAL RULES

1.1 The PGNRS rules shall apply to each and every driver, owner, sponsor, mechanic, crew member and / or any other pit personnel (collectively known as participants) participating in any PGNRS sanctioned or recognized event. ALL PARTICIPANTS SUBJECT TO THE PGNRS RULES ARE EXPECTED TO KNOW THE RULES; FURTHER, ANY CLAIMED IGNORANCE OF THE RULES WILL NOT BE ACCEPTED OR TOLERATED AS AN EXCUSE.

1.2 All rules in this book apply to all PGNRS EVENTS.

1.3 No rule will be changed during the season EXCEPT as it pertains to an unforeseen safety issue. At which time all PGNRS members will be notified of the change as soon as possible. Suggestions for rules, and revisions thereof, may be submitted, with justification, via e-mail through the PGNRS Facebook page or form in this rulebook.

1.4 No modifications other than those specified in this rulebook are acceptable. If this rulebook does not specifically say that something can be done, or not done, then it must consider that the change or action is illegal.

1.5 No equipment or car will be considered as having been approved by reason of having passed through inspection "unobserved".

1.6 Only cars manufactured by Baby Grand Manufacturing Inc. or Baby Grands Inc. are legal for PGNRS use. Cars originated from any other source are not legal for use in PGNRS events.

2.0 LEVELS OF CHAMPIONSHIPS.

2.1 TOURING CHAMPION: This title will be awarded to the driver who has earned the most points at the end of the season during Touring Series Races. Tie breaker will go to the driver who has the best finish on record (example; most 1st, most 2nd, most 3rd etc....).

2.2 TRACK CHAMPION: This title will be awarded to the driver who has earned the most points at the end of the season during Sanctioned Regional PGNRS Races.

2.3 ROOKIE OF THE YEAR: To qualify for Rookie of the Year, a driver must have never raced a PGNRS car before. The title shall be awarded to the driver who has earned the most points at the end of the season in Touring Races only. **NOTE: ROOKIE DRIVERS, 13 AND 14 YEARS OF AGE, FOR THE TOURING RACES WILL START IN THE BACK OF THE FIELD UNTIL A GENERAL CONSENSUS OF DRIVERS CLEARS THEM TO START WHERE THEY QUALIFY.**

3.0 ALCOHOL AND DRUG POLICY. Rules related to alcohol consumption shall mirror those of the track and state.

ILLEGAL DRUGS DEFINITION: Illegal drugs are those substances, or drug substances, defined and prohibited by federal laws. **Note:** Possession, trafficking or use of illegal drugs or drug substances, as defined above, is prohibited in any form, by any participant during a PGNRS event, either on the track property, or in any area considered to be used in the operation of the track, such as parking lots or leased properties. If a PGNRS member is found engaging in the use of illegal drugs as described, said member will be suspended from further participation during that, and any other PGNRS event.

4.0 ACCIDENTS AND SAFETY. 4.1 PGNRS sanctioned or recognized events are competitive racing events. The rules of PGNRS racing are established to provide for orderly conduct of the racing events, and to establish minimum acceptable standards for these events. All entrants are required to comply with these rules. 4.2 No express or implied warranty of safety shall result from publication of, or compliance with these rules and regulations. These rules are strictly a guide and in no way guarantee against property damage, injury, or death to any participant, spectator, or official. All competitors assume full responsibility for any and all injuries sustained, including death and property damage, anytime they are in the racing areas or in route to or from. 4.3 All competitors agree to inspect the racing facilities, safety personnel and equipment, and conditions at the racetrack on a continuing basis before, during, and after each event. All competitors are solely and directly responsible for the safety of their race cars, equipment, crew members, guests, other persons in their pit area and themselves. 4.4 Any party who willfully or maliciously uses a race car, or any object, on the track or in the pits to injure, destroy or damage another person or personal property will be suspended plus subject to arrest. 4.5 Drivers may not get out of their cars while on the racetrack except in an emergency (such as fire or fuel leak) or if requested by an official. 4.6 No one (except the driver) is allowed to ride in or on the race cars at any time. 4.7 All drivers must wear approved seat belts, safety suit, all safety suit accessories such as gloves, shoes, etc. and helmet on the racetrack always or whenever the car is in motion. This includes pit and staging areas. These items are detailed later in section 13.

5.0 ENTRY AND SIGN-IN. 5.1 Upon signing in for any PGNRS event, a competitor must present their state issued driver's license or picture I.D. if requested. Or, in accordance with/to the governing track registration procedures and fees. 5.2 Entry fee and pit passes differ from track to track. PGNRS members must adhere to track policy. 5.3 No person will sign at any time, for any reason, an entry form, waiver and release of liability form, or pit permit for anyone other than themselves. 5.4 All entries must be signed in before the scheduled starting time of the first PGNRS practice session. No one will be allowed on the track until they have signed in and cleared Pre-Tech. Example of the tentative itinerary for the race day of a PGNRS National Event:

Registration / Sign In
Drivers / Spotter Meeting (mandatory)
Practice
Qualifying
Post Qualifying Tech
Staging
On track Driver Introduction and Autograph
Session / Photos
Race
Post-Race Tech

5.5 All drivers must be in attendance during the entire course of all drivers' meetings. All minor drivers must also have their parent or guardian present during all drivers' meetings. Any driver who misses the drivers meeting will be moved to the rear of the field for the start of the feature race. 5.6 No one under the minimum age required by the track, even if they are a PGNRS member, will be allowed in the pit area or other restricted areas. 5.7 All persons under 18 years of age must have signed a minor's release with all parent's or guardian's signatures and have it on file at each racetrack which they desire to enter.

6.0 COMPETITION AND RACE PROCEDURE. 6.1 No engine, camshaft, cylinder head, or carburetors may be changed after the car has posted a qualification time, or competed in a qualifying heat race without the permission of officials. If permission is granted, the car(s) must start at the tail of the field in the next race, and the engine, camshaft, cylinder head, or carburetors will be impounded by officials, and is subject to technical inspection. Profanity or obscene jester decals will

not be permitted on the car. 6.2 At PGNRS National and Touring Series events, top qualifiers will be inverted for the race. The number of inverted cars will be determined by a pill draw by the fastest qualifier. 6.4 Time trial qualifications are used to establish the starting grid unless weather does not permit. 6.4.1 Then cars will be lined up according to points positions, with the points leader in position #1, then an inversion number will be drawn for the actual starting lineup. 6.4.2 A driver may attempt to qualify with a second car provided the first car is withdrawn. 6.4.3 Once a car has qualified, or qualified and then withdrawn, it cannot be re-qualified by any driver. However, the car may be raced as long as the driver is a PGNRS member in good standing, entry fees are paid, and the car will start in the rear of the field. 6.5 If a car does not make the call for qualifications, it must start at the rear of the field. 6.6 PGNRS races will start a maximum of 30 cars at tracks 3/8 mile and under: and 40 cars at tracks more than 3/8 mile. The fastest qualifiers will be locked into the event based on speed. If more than the above car counts show up, a decision will be made by PGNRS Officials and Track Officials as to how to handle it. The intentions of the PGNRS are that no one is turned away because of too many cars. 6.7 All starts and restarts are to be double file until 5 laps to go. A caution that comes out with 5 or less laps to go will be restarted single file. 6.8 All cars will line up in the designated staging area prior to the race. Any car not on the track in the designated time will be placed at the rear of the field at the discretion of track officials. If a qualified car is not able to start the race, the lineup will be adjusted by the track officials using their normal procedure. 6.9 Driver changes may not be made during the course of any race. Driver changes made prior to the race must be approved by PGNRS Officials. 6.10 Any car involved in three yellow flags, for any reason, will be black flagged. Except a car that spins in order to, or during the process of avoiding cars involved in a caution is not considered part of the caution; and, therefore not subject to black flag. 6.11 The standard PGNRS National and Touring Series Events are 25 laps in length, or subject to a time limit agreed upon between the PGNRS Officials and Track officials that would be reasonable for a 25 lap race. If the time limit has expired, the track officials will make the call to finish the laps or give the white flag, then checkered flag. (Track ultimately has authority based on events of the affected race day). 6.12 Track rules and track officials determine how the event is run. 6.13 At National PGNRS events, the race will be managed by the track's race director (with help from PGNRS Officials) according to the policies listed above. Any changes to these policies for a particular event will be discussed in the driver's meeting. Racers must attend the drivers meeting to ensure they understand a particular track's policies and procedures. All minors must be accompanied during driver's meeting by their parent or guardian. Ignorance of PGNRS or track policies and procedures is not an excuse. 6.14 Race facility, Track safety condition, safety, and personnel. 6.15 Drivers are obligated to inspect the race facility, its condition, the track safety equipment, and personnel. 6.16 Any safety violations or inadequacies should be reported immediately to PGNRS officials. 6.17 Drivers should not continue with race related activities if they believe some part of the safety is sub-standard. 6.18 Track owners and operators are responsible for determining that adequate safety measures are in place for an event before competing to include but not be limited to. 6.19 Safety personnel, equipment for preventing and responding to injury. Ensuring that the facilities are safe and appropriate for the event. 6.20. After qualifying or the Feature Race, the minimum weight of the car shall not be less than 1500 lbs., including the driver, equipment, and remaining fuel. If the weight of car is less than the minimum requirement during post qualifying inspection, it will be sent to the back of the field for all heat and feature races. Nothing may be added to the car to increase weight, until post qualifying tech inspection is completed. **NOTE:** This includes but is not limited to fuel. Components lost during a race will be accounted for in weight adjustments. The weight shown by track scales or scales used by PGNRS shall be the official weight, regardless of variance with scales used by teams.

7.0 FLAG RULES. During events, drivers will receive information from track officials via flags, receiver and/or lights as discussed by track officials during the driver's meeting.

8.0 TIMING AND SCORING. Timing and scoring of all cars will be handled by track officials. Drivers must be sure they understand track policies regarding timing and scoring. If a driver has a question or concern about timing and scoring, the driver should ask the question during the pre-race driver's meeting. The finishing order as determined by track officials is assumed to be correct. If a driver believes the finish is incorrect, said driver may bring it in writing to the attention of a PGNRS Official within 30 minutes of the end of the race and prior to that night's payout. A determination will be made by PGNRS Officials and one Track Official based on other driver's statements, and video tape of the race. At tracks using a transponder system, the location for the transponder shall be determined by the PGNRS officials, all transponders must be operational.

9.0 POINTS. PGNRS will award points for races using the point system described in the point example below:

1 - 100	11 - 71	21 - 52
2 - 97	12 - 69	22 - 51
3 - 94	13 - 67	23 - 50
4 - 91	14 - 65	24 - 49
5 - 88	15 - 63	
6 - 85	16 - 61	
7 - 82	17 - 59	
8 - 79	18 - 57	
9 - 76	19 - 55	
10 - 73	20 - 53	

(All races posted for Alaska Raceway Park count for the Track Championship recognized by PGNRS). To be considered "in the race" a car must cross the start/finish line when the initial green flag waves under its own power, but it does not need to complete any laps. The driver must attempt to complete as many laps as possible. Only the starting drivers are awarded points. No points are awarded to the car or its owner. Points are non-transferable from one driver to another. Drivers must be in good standing and members with the PGNRS in order to receive points, fund money, or awards. Suspensions must be fully served to be considered in good standing with PGNRS. PGNRS reserves the right to withhold, or revoke points, fund money, and/or awards to any participant with outstanding debt to the PGNRS. If a driver is disqualified from an event the remaining field (position & points) shall move up accordingly. PGNRS manages and maintains National (Touring) and Regional points system only. PGNRS does not have any input, authority, or responsibility for how local tracks award points. One additional point will be awarded to each driver provided the car count is at least 10 cars per event.

10.0 ADVERTISING AND PROMOTION RELEASE. By entering any PGNRS event, drivers, car owners, crew, and agents assign all commercial communication and broadcast rights including photos, videos, or sounds of the event to PGNRS and name PGNRS as their agent and representative regarding such rights. PGNRS reserves the right to assign, and/or approve or disapprove any advertising, sponsorship, or similar agreement in connection with any PGNRS event. All PGNRS members agree to accept PGNRS's decision in this regard.

11.0 DISPLAY OF PGNRS AND SPONSOR LOGOS. Car numbers will be issued by PGNRS. Car number cannot be changed, traded, or reassigned without the permission of PGNRS. PGNRS may, at its discretion, reassign car numbers. PGNRS reserves the right to disallow any sponsorship, advertisements, graphics, wording, or images (with or without cause) that do not represent the public image of PGNRS. Car Numbers must be at least 16 inches high, neatly attached to both sides of the car. A number 18 inches high must be attached on the roof, reading from the OUTSIDE of the racetrack. Numbers must be made of a color with a high contrast to the car body color. All number designs are subject to PGNRS approval. A diagram is available on the PGNRS Facebook page and in this rulebook, which shows placement of all series decals. Decals provided by PGNRS for contingency sponsors will be all placed in the same location - NO EXCEPTIONS. Note: The area where decals are placed on NASCAR Cup Series cars should be left clear when placing decals on the car till you find out where series decals are to be placed. PGNRS reserves the right to assign or restrict the display, and location of any decals, logos, identification, markings, and advertising on race cars. ALL first-year drivers (meaning any driver that this is their first year in this type of car) in any PGNRS, are required to display a yellow "Rookie Stripe" across the rear of the car. The dimensions of the stripe must be a minimum of 2" X 24". All cars are required to display their car number using a 3" number on the right rear taillight or bumper of the car, and also a 3" number on the upper passenger side corner of the windshield. The front windshield number must be white for visibility. Drivers last name is to be placed on front windshield blackout area - 3" minimum height. Failure to display the required decals could result in refusal of competition, and/or loss of contingency points, fund money, prize money, and awards.

12.0 GENERAL BODY REQUIREMENTS. Only fiberglass bodies and replacement panels manufactured to original specs are permitted. No "Homemade Bodies" allowed. No modifications to body shape are allowed. On all bodies, only one **cowl** opening (directly in front of windshield) is allowed in the centerline of body, with maximum dimensions of 2 1/8" X 13 1/8". All body styles are allowed a one inch cowl scoop. Stock nose opening on **2006** style bodies and newer Camaro and Mustang is 6 1/2" x 20 1/8" maximum. The JMEKK Racing upgraded nose pieces (2019 Camaro and 2019 Mustang) are intended for use on the original Monte Carlo and Thunderbird bodies, however they can be used on the 2006 body. Roof hatch on any body style is approved. The hatch must be hinged on the end towards the front of the car. The lid must be closed and secured down any time the car is being operated. Velcro latches are not allowed. If latched (mechanically) it must be operational from inside and outside of the car. Maximum hatch opening cannot exceed 24" x 24". The Driver's side window may be enlarged to accommodate larger drivers by the following method: The 1/4" square tubing may be removed from the top door bar. The fiberglass window ledge can be cut and lowered to the top door bar. 12.3.3 The fiberglass window ledge must be repaired, and re-fiber glassed to the body to original appearance. The lower part of the "A" post may be modified for visibility by cutting out the fiberglass and replacing with Lexan of the same shape, and pop riveted in place with no less than six 3/16" pop rivets. The driver's side port window may be made into an opening by: Cutting the fiberglass at the window ledge, Trim underneath the port window and follow the shape of the port window back to the top of the side window opening. The back end of this opening must be securely hinged to the body, and fasteners must be used to keep the window from opening during racing. The fiberglass body must be firmly attached to the Car during any event. Bodies damaged during an event may be duct taped to finish that weekend of racing. If a body is damaged, it can continue to race with pieces missing; however, the race car may be black flagged by a track official if the body poses a safety hazard. If a body is damaged, it must be repaired, and repainted before the next National race; unless it is a double header weekend, and time does not permit repair. A Lexan window is required in the front, rear, and port windows on both sides of the car at the beginning of an event, with a minimum thickness of 1/8". Any car that loses a front windshield during an event must replace it in order to continue racing. If rear or port windows are damaged or missing after an event has begun, the car may finish that event if the track official declares it poses no safety hazard. No holes are allowed in any windows, except for those mentioned in this section. Windows cannot be installed in either side window area. Three two inch round holes may be cut in the rear window of the car to allow air to escape from the driver compartment. Note: Testing proves that maximum cooling benefit is derived from locating the holes 3 1/2 inches from the top edge of the window. Additional air dams, or other aerodynamic devices are not permitted. External hood scoops or louvers are not permitted. The rectangular cowl opening measuring 13 1/8" x 2 1/8" below the windshield may be modified to accommodate a 3" fan on the driver's side as shown in *Figure 1*. The rest of the opening length and width must remain within the rule. The fan and opening must cover only the #3 & #4 cylinders of the engine as shown in *Figures #2a* and *#2b*.



Figure 1 Rectangle 13 1/8" x 2 1/8" opening below the windshield (allowed on both original body and 2006 body)



Figure 2a Fan & opening covers #3 & #4 cylinders only.



Figure 2b Fan & opening covers #3 & #4 cylinders only.

Figures above (2a and 2b) are allowed and reflective of installation on either body, original or 2006 model.

Belly Pans, other than the original floor pan and engine skid plate, are not allowed. An adjustable flat trim strip may be added to the bottom of the front air dam and sides. Trim strip must be mounted around bottom perimeter of air dam with fasteners, no more than 6" apart. Trim strip may be adjusted to desired height. Tape is allowed around edges of hood during qualifying and feature race. Side skirts are allowed, not to exceed 4" in height, secured with a minimum of three fasteners. The manufacturer's original nose air intake opening, will be a maximum opening size of 6 inches in height and 19 1/2 inches in width. A maximum of two new air intakes, in addition to the manufacturer's original air intake may be made in the front air dam. These additional openings may be made on either side of the original manufacturer's screened intake in front center of car. If two additional intakes are made, one must be placed on each side of manufacturer's original air intake, and mounted flush with body. New openings cannot be more than 30 square inches per intake. One or more hole(s) is allowed per intake. No other holes are allowed in the nose, other than those made by manufacturer, and those allowed in other sections of PGNRS Rules. Air may be directed to any part of the car except carburetors. Ducting or other devices may be added to cool driver. Air intake receptacles are also allowed in the port windows and/or the window vent post area, only. All air intakes must be flush mounted. Fenders may not be cut or altered except for tire clearance, subject to approval by PGNRS official(s). Maximum Width of 58". Fender flares are not authorized. The original plastic, the MMRA stamped aluminum, and a combination Lexan and aluminum spoiler are approved for use and must remain unaltered. Spoiler angle must be between 0 and 90 degrees. If a spoiler is damaged or broken during an event, the car will be allowed to finish that event, but the spoiler must be repaired or replaced before the next event. Spoiler braces are allowed to maintain proper spoiler angle and no other use. **NOTE:** A combination spoiler cannot exceed 42" in length. Lexan spoiler can be 2 piece, but the overall width includes the space between the two pieces. Maximum height of spoiler, measured at the split, in the center of the car, is 4" and the top edge must be horizontal from side to side of car. Bottom edge of spoiler must be curved to match the body. Hinges and pin kits are required as follows: Hood and trunk must be held closed, utilizing a positive pin type fastener with a minimum of one pin on each side, or fastened in a manner acceptable to PGNRS. i.e. 1/4 turn fasteners. Cars must be neat appearing. Chassis may be painted, or powder coated. Body interior may be left unpainted. Body damage must be neatly repaired by the next event. All components shall be in top quality condition. Bodies cannot be altered from original manufacturer except as authorized per PGNRS Rules. Any reinforcement of the body must be in accordance with PGNRS Rules, and acceptable to PGNRS official(s). The aluminum interior panels must remain stock appearing as issued from the manufacturer. Panels may be altered to improve airflow from behind the engine, for purposes of driver comfort, and engine cooling. Modifications to the panels cannot provide an aerodynamic advantage, create a dangerous environment for the driver, or take away from the original design intent of the manufacturer. No openings are allowed in the panels which could allow fire, oil, etc. to enter the driver compartment. Oil coolers will not be mounted in any interior panel.

13.0 EQUIPMENT AND GENERAL ACCESSORIES CHASSIS REQUIREMENTS: All cars participating in an event sanctioned by PGNRS must be a complete car manufactured by Baby Grand Manufacturing Inc. (1994 thru 2012), with the original decal serial number and/or MMRA plate intact. **NOTE:** The serial number panel is located on the main frame rail below the door bars. If this plate has been tampered with or altered, the car will be considered an illegal, non-numbered car, until owner receives a legitimate plate from PGNRS. Modifications to the main frame, roll cage, pickup points, or shock mounts will not be permitted unless a letter has been issued by PGNRS authorizing the modifications, or the specific changes are allowed elsewhere in the PGNRS rules. Brackets, plates, or bars may be welded to the chassis for mounting weights, fire bottle, second battery tray, or seat belt mounts. A skid plate may be installed to protect the oil pan. Skid plate may not be wider than the main frame rails, and may not extend beyond the rear of the engine. Window vent post under the right side halo is authorized. This support post is not mandatory; however, if added, the part must be made of 1 1/2" OD x .095". Support post must be welded into place in a position that is similar to the existing vent post on the driver's side of the car. A damaged chassis may be repaired. Repaired chassis' must be inspected by a PGNRS Tech Inspector before competing. If the chassis is damaged beyond repair, a bare chassis replacement must be purchased from the manufacturer. The original serial number plate must be surrendered before a new chassis with serial number is issued. Original Parts: To compete in PGNRS sanctioned events, all PGNRS stock cars must use the original manufacturer's parts or authorized MFG parts: Chassis (welded portion). Sway bar assembly. Body or body replacement panels. Headers and collector. Rear spoiler. Yamaha FJ1200, XJR1200, or XJR1300 engine that complies with rules in section 14. Any other factory specified components covered in PGNRS rules, are also required for competition.

14.0 SAFETY EQUIPMENT. Fire Suit, Shoes, and Gloves - All drivers must wear an approved fire-resistant driving suit any time the car is in operation. A single layer fire suit is the minimum allowed for oval track racing a two-layer suit is recommended. The use of fire-retardant shoes and gloves are required. The use of fire-retardant underwear, head sock, and foot socks are highly recommended. Helmet - A racing helmet complying with a SNELL rating of SA2015 or better is required. Helmets with an "M" rating are not allowed. Any time the car is operating on track, the helmet must be secured on the driver. Neck collars, arm restraints, and knee-pads are recommended. Seat Belt/ Harness must be securely fastened around driver any time the car is operated. All belts and harnesses must be of the 5-point type with an SFI rating of 16.1. Factors to be considered include all hardware is required to be operational, Fraying and weathered belts need to be replaced. Seat Belt replacement up to 2 years beyond date, or track specific. A quick-release seat lap belt is required. Both ends of the lap belt must be fastened to the welded chassis brackets with grade 8 bolts not less than 3/8" in diameter. Shoulder harness must come from behind the driver's seat. Inertia reels may not be used. Seat - An aluminum racing seat is required. Plastic, fiberglass, or homemade aluminum seats are not allowed. Seat may be repositioned within the confines of existing interior. The addition of head or leg supports is strongly recommended. Padding for headrest, roll bars, steering column, and steering wheel is recommended. It is the driver's responsibility to determine where padding should be placed for his/her individual safety. All seats must be securely mounted in the vehicle. Minimum of 4 - 3/8" grade 8 bolts or greater. Window Net - All cars must be equipped with a window net on the driver's side window. The minimum dimensions of the window net are 17" tall x 18". Ribbon or mesh type nets are allowed. The net must be in the "UP" position while car is on the track. Mirrors - All cars must be equipped with a rear-view mirror securely fastened to the chassis, unless a spotter is available and used. Side view mirrors may be used but cannot extend beyond the exterior vertical plane of the door panel. Fire Extinguisher - A handheld fire extinguisher is the minimum required for driver safety at oval tracks. If a handheld fire extinguisher is used, it must be mounted so that the driver has access, while seated. A fire bottle system is recommended and can be mounted in or out of the driver compartment. If a remote activator cable is used for a fire bottle system, must be within driver's reach while in the seat. All drivers must have in their pit area, at all times, as part of their equipment, a fully charged fire extinguisher. 14.8 Drivers are solely responsible for the safety of their racecars and equipment. Drivers are obligated to operate their equipment which will minimize the chance for injury to themselves and/or others. PGNRS, sponsors, or promoters will not be responsible for the safety of a driver's racecar, equipment, or the driver's activity during an event. PGNRS highly recommends all drivers use arm restraints and head and neck restraints. For more information about head and neck restraints, visit these websites: A. www.lfttech.com – New device which meets the stringent SFI 38.1 B. www.hutchensdevice.com C. www.gforce.com D. www.simpsonraceproducts.com E. www.hansdevice.com

15.0 GENERAL ENGINE REQUIREMENTS *The only approved engines that may be used in PGNRS stock cars are the Yamaha FJ1200, XJR1200, or XJR1300 with or without the replacement water cooled cylinders.*

No changes to engines are allowed unless specified in the following rules. Engine specifications for the FJ1200, XJR1200, or XJR1300 engines are as follows: Stock Yamaha or aftermarket pistons are allowed. Machining of the piston dome to achieve correct compression is the only allowed change to aftermarket pistons. Gas porting of the pistons is allowed. Any brand of rings may be used. Aftermarket rod bolts may be used. Cylinders may be decked. Changing crank stroke is not allowed. Dry film lubricants or powder coat finishes may not be applied to internal engine parts. Lightening of the crankshaft is prohibited. Damaged journals may be repaired and reground but lightening of crank throws is not allowed. A 1200 engine may be converted to a 1300 (1250 cc max.) engine by the following methods: Changing cylinders; Changing sleeves to the maximum 79mm or 3.140" bore. The Yamaha XJR1300 engine cannot exceed 1250 cc. Cylinder bore cannot exceed 79 mm or 3.140". The cranking compression of any of the four cylinders cannot exceed 180 P.S.I., hot or cold, after not more than 10 cranking revolutions. The compression ratio may not exceed 10.2:1 under any circumstances, including but not limited to, carbon build-up. A minimum of 296.97cc per cylinder must be maintained. **NOTE:** Procedure for calculation of cc's per cylinder are as follows: bore x bore x .7854 x 2.51 x 16.387 = per cylinder cc. No modifications are allowed to the heads, except for the following: Heads may be decked, but additional base gaskets may be needed to obtain correct compression. A 5-angle valve job is allowed. Valve seats and guides may be replaced as needed. Shortening of valve guides is prohibited. Cylinder port modifications are prohibited, including, but not limited to, porting and polishing. Combustion chambers may be matched, and cc balanced in accordance with specifications. A relief cut may be added to the combustion chamber, which must not exceed bore size. This will allow for a damaged combustion chamber to be repaired. Valves meeting stock Yamaha shape and size must be used. Heavier valve springs

are allowed, but original Yamaha valve spring retainers and clips must be used. Valve spring shimming is allowed. Titanium parts are prohibited within the engine. Valves must meet the following specifications: Head diameter: Intake 1.138" MIN./1.146" MAX - Exhaust 0.980" MIN./0.988" MAX. Stem outside diameter: Intake 0.2156" MIN./0.2161" MAX - Exhaust 0.2150" MIN./0.2155" MAX. Stock Yamaha camshafts or steel billet camshafts meeting stock Yamaha specifications may be used. Cams may not be altered from stock specifications, including but not limited to, alterations to cam profile, lift, or duration. If a cam does not meet the profile below, and PGNRS officials determine that the only reason is excessive wear on a formerly legal cam, the cam will pass tech for that race only, and the driver will be instructed to have a new cam installed before racing in the next event. Camshaft specifications: Lobe height: Intake & Exhaust: 1.411" MIN. / 1.419" MAX. Lobe width: Intake: & Exhaust: 1.101" MIN. / 1.116" MAX. Intake cam profile: MAX. LIFT 315 +/- .002" - MAX. DURATION 233 +/- 1 DEGREE. Exhaust cam profile: MAX. LIFT 313 +/- .002" - MAX. DURATION 232 +/- 1 DEGREE. Camshaft sprockets may be slotted for degreasing, or aftermarket cam gears may be used. Plastic cam chain tensioner may be replaced with metal. The head may be drilled for the addition of cam oiling kits. Headers - All cars must use the original Schoenfeld headers and Schoenfeld collectors as issued from Baby Grand Manufacturing (1995 thru 2009) or procured thru RRC/D&D Chassis or Bartley Enterprises. No header modifications are allowed, other than the following; Mounting tabs may be installed to secure collector to header tubes. Installation of monitoring equipment sensors as listed in section 34 are allowed. Headers may be wrapped or ceramic coated. Header flanges may be repaired, replaced and re-welded as needed. Early style headers that ran over the top of the engine and their collectors are illegal. Mufflers - All cars must have mufflers installed which reduce noise. Mufflers must be used to comply with local noise level guidelines. An opening may be cut in the right side of the body for an exhaust exit. The opening cannot exceed 3" tall and 8" long for a rectangular opening or 4" in diameter for a round opening. Exhaust may also exit at the rear of car, under the body, not extending further than rear bumper. The tail pipe cannot extend beyond body. Water cooled engines - All major components of the system including the water pump, radiator, and cylinders must remain stock and unaltered. RRC, USLCI & Mark Bartley Enterprises offer water cooled cylinders and parts. If original water cooled engine parts are not available, aftermarket parts are allowed at the discretion of PGNRS officials.

16.0 CARBURETORS Only stock Mikuni carburetors are allowed. It is illegal to bore carburetors or modify any internal part in any manner. No polishing or grinding is allowed. No ducting or baffling can be installed to improve air intake to carburetors. Allowed modifications are: Jetting kits with any jets, except jetting systems that can be manually adjusted without removing jets. Float bowls may be changed to accept a jet change bowl nut; Air cleaners may be changed to preference. The intake manifold cannot be modified in any manner.

17.0 ENGINE ELECTRONICS. Each car may use the stock Yamaha or Dyna coils and any aftermarket plug wires. A factory stock Yamaha Igniter, Dyna 2000, Red and Black INEX Dyno Box or a Vance and Hines model #20500 with adjustable rev limiter is allowed. Relocation of igniter is permitted. Modifications to the igniters are prohibited. A backup igniter is allowed. Aftermarket pickup coils and pointer coils are allowed.

18.0 ALTERNATOR Alternator must be fully functioning at all times. Alternator will produce a minimum of 12.01 volts, measured at the battery or remote location battery charge points.

19.0 STARTER. The starter must be fully operational at the time a driver enters an event. (start of race day) If the starter is damaged during an event, the car may continue, but must be repaired before the next event.

20.0 CLUTCH An aftermarket clutch or pressure plate may be used. An additional pressure plate may be used. Kevlar clutch plates are allowed. Clutch must be operational when entering an event.

21.0 BATTERY Note: There must be a master kill switch on the right-hand side of the car that when used will terminate all electrical current, and must be visible to track officials. The switch must be red and available for track officials to use if necessary!! The main battery, must be located outside the driver's compartment, and mounted as required in section 13. A battery may be moved from the left to the right side of the car in the area behind the driver, or placed in the tunnel area in the right side of car. If the battery is located in the tunnel, it must be mounted inside the nerf bar and main chassis rail. One battery must be installed in the car and fully connected to electrical system while racing. A maximum of two batteries

is allowed in the car. Gel cell and Lithium Ion batteries are allowed. Remote quick-charge terminals are allowed. Only 12 volt batteries are allowed. 16 volt batteries are prohibited.

22.0 OIL COOLERS & DUCTING Different styles or brands of oil coolers may be used. The oil coolers and their ducts may be relocated or modified, but must be confined to the engine compartment or the tunnel area on right side of the car. Remote oil filters may be used. Fans may be added for additional engine cooling. A deep well oil pan and pickup extension may be used. All cars must be equipped with a vented oil catch bottle/can, which is connected a breather tube or surge tank. All breather lines must run above the engine to the back of the car into a tank or return to engine – not an open catch can. An oil can/bottle with the top cut off is unacceptable. If a car is using the new vented loop system, no line to the rear is required. Dry sump oil systems are not allowed.

23.0 FUEL CELL Only a fuel cell designed for racing may be used. A fuel cell that does not have a bladder must contain foam. The fuel cell must have a rollover valve with a drain hose. The fuel cell may be moved from left to right, within the rear stubs. Fuel cell capacity MAXIMUM - 5 gallons.

24.0 FUEL & OIL Unleaded or leaded fuel only may be used. Sta-Bil additive of any type is allowed. PGNRS reserves the right to use a pump around system. Fuel may be tested by PGNRS officials using a Digatron fuel testing meter. Oil is to be used to lubricate the engine only, and not for combustion. Any brand of oil is allowed, provided it does not contain any prohibited additives. Prohibited additives designed to increase power include but are not limited to: Nitro methane, Polypropylene oxide, Alcohol, etc. NOTE: These chemicals can be dangerous and will bring a stiff penalty and/or suspension from PGNRS. The only allowed additives are those designed to reduce friction such as Prolong or Militec.

25.0 FUEL COOLING DEVICES. Devices intended to cool the fuel are not allowed. Wrapping or insulating the fuel cell is not allowed. A protective covering may be placed around the fuel line.

26.0 DRIVESHAFT. Driveshaft must be painted white. Steel drive shafts and universals, that meet the original manufacturer's specs, are required. The driveshaft safety hoop must remain in place.

27.0 REARENDS Only a Winters Mini-Stock Quick-Change rear end may be used. Any ring and pinion ratio offered by Winters Mfg. may be used. Any spur gear set 44?? as listed on the Winters website may be used. Limited Slips, Detroit Lockers, or aftermarket differentials are prohibited. All rear end components must meet the specifications of the original equipment. Panhard bar, axle bracket, top link, and trailing arms must remain in stock form, in stock location, other than normal adjustments for chassis set-up. Aluminum tubes may be adjusted to any of the mounting holes provided by the manufacturer, and may be replaced with longer or shorter aluminum tubes to achieve proper set-up.

28.0 BRAKES. The car must have four disc brakes that are operational at all times. Brake lines cannot be plugged or disabled. Aftermarket steel rotors may be used or as issued from the manufacturer. Recommendation from Brakeperformane.com for front hub & rotor assembly CS-61008, rear rotor hat CBF61001. Any type of brake pad may be used. Recommended aftermarket for Wilwood Calipers is # 150-8936K. Ducting may be installed to cool brakes. Calipers: Stock GM Metric, Ford, or aftermarket steel or aluminum single or dual piston calipers are allowed. Recommended Wilwood Calipers Part #'s: 120-13899 and 120-13900 for stock GM Metric Southwest Speed Spindles Modifications to accommodate the newer caliper(s) are allowed. 28.2.3 Calipers must remain in stock location.

29.0 WHEEL SPECIFICATIONS. Brand: Bassett or Aero Racing Steel Wheel, any backset allowed as long as track width does not exceed 58" maximum (measured from the outermost edge of each tire). Size: 13" X 7" - Steel only Design: Any - Pattern: 4 Bolts on 4 ¼" spacing. Spacers: Wheel spacers are allowed to achieve proper track width as specified in this section. Relief valves, or bleeder valves are allowed. Tech inspectors may disqualify any damaged wheel that could create a safety hazard.

30.0 TIRE SPECIFICATIONS. Tires may be purchased only through an authorized dealer for the driver's/car owner's area. In order to keep this class of cars relatively competitive; and, as a cost effectiveness measure, only one new tire may be purchased per race event. *Example:* 10 race Season = 10 Tires allowed, 18 race season = 18 Tires allowed, etc. Damaged tires must be confirmed with local PGNRS tech inspector or PGNRS official. Purchase of replacement for damaged tires is allowed at the discretion of local PGNRS tech or PGNRS official. New drivers to the series are allowed four additional tires for use during the season at their discretion. Durometer reading: no less than 46. If a tire durometers below 46 the drivers will be disqualified and all points for that event will be forfeited. The offending driver will also be suspended for one additional race event. Tires used at oval track events may not be grooved, treaded, or siped. The car must start the races on the same tires that were used for Qualifying. If damage occurs during or after Qualifying, a tire may be changed with the approval of the PGNRS Tech Inspector/Official without affecting the starting position or qualifying position. If more than one tire is changed, the car loses its qualifying position, and must go to the back of the field for all heat and feature races during that event. Tires brands are track specific, depending on dealer availability – American Racer or Hoosier Tires. Only Hoosier tires will be allowed at National / Touring races.

31.0 Bumpers. Front and rear bumpers are required on the car any time the car is being operated during an event. Reinforcing of bumpers is allowed from end of bumper to main frame of bumper only, max dimension of the reinforcing material is either ½" round or square tubing. Bumpers must be fully covered by the body at the beginning of the event. Rear bumpers will be required to be either bolted or pinned with a minimum of 2 – 1/4" bolts or closable pins, one in each bumper horn.

32.0 WHEELBASE, TRACK, TOTAL WEIGHT and LEFT SIDE WEIGHT PERCENTAGE

Wheelbase - Either side of the car must not exceed 76 ½".

Track width - May not exceed 58" measured from outside edge to outside edge of tires.

Weight – 1500lbs minimum with driver, post qualifying and post race, maximum left side weight percentage is 57 with driver. Any car that weighs more than 1,600 lbs is not to exceed 58.5% left side weight. Every driver must adhere to the track scales.

33.0 SHOCKS & SPRINGS Only conventional style small bodied, coil-over shock units are allowed. Original shock absorbers may be replaced with other brands. 6" minimum stroke, as sold. Split valve shocks are allowed. Shocks with external knobs, slotted valve adjusters, air filler valves or ports to include nitrogen, and shafts that can be rotated while on the car, are currently **legal**. ONLY rebound adjustable shocks are allowed, compression or double adjustable are not allowed. No remote and or piggyback cannisters allowed, remote cockpit adjusters are also NOT allowed. Tie down and or bump stops of any type are not allowed. Different brands of coil springs may be used, 8" or 10" long, 1 ¾" inside diameter springs only. Spring rubbers or spacers of any material are allowed. Progressive/duel rated springs are not allowed. NOTE: During tech, the shock stroke must close and open completely. Shocks in question may be post-race tested on a shock dyno. Shock components out of compliance will be confiscated and may result in disciplinary action for the offending team.

34.0 CONTROL ARMS. The upper control arms may be replaced with different brands or styles. The lower control arm may be replaced with different brands or styles but must remain the stock dimensions as issued from the manufacturer. Different brands of ball joints may be used but must meet the original specifications of the ball joints used by the manufacturer.

35.0 Ballast and or Ballast Transfer Devices. Devices designed to transfer weight of the car or change handling characteristics while racing are illegal, this includes, but is not limited to, electrical, air, mechanical, or hydraulic devices other than shock absorbers and coil-over springs. The only device allowed in the driver's compartment for changing handling characteristics, is the remote brake bias adjustment. Ballast clamps / lead weights are permitted. Externally mounted lead blocks must be made clearly visible with white or neon paint with car number and must be bolted to the car with a minimum of (2) 3/8" diameter bolts. No other ballast materials may be used, including, but not limited to, pellets or

beads. Mounting of all ballast weight must be acceptable to PGNRS officials. If a car loses any ballast weights on the track, that car will be black-flagged.

36.0 DATA COLLECTION Onboard computers or their wiring harnesses are not allowed in the car, other than the following: Engine data collection devices, including but not limited to; tachometers and RPM recording devices, oil gauges, head temperature gauge, exhaust gas temperature gauge, and air/fuel ratio gauge. Lap timing devices are allowed.

37.0 SWAY BARS Only the original one piece sway bars or the upgraded BG MFG three piece sway bars are allowed. All parts including bars, mounting blocks, arms, etc. must remain as original spec by the manufacturer. For old style sway bars only, the left connector tube between sway bar and lower control arm may be replaced with a section of chain at oval track events only. Upgraded sway bar sizes are .600, .700, .800 and are the only sizes allowed. All "homemade components" will be confiscated and may result in disciplinary action for the offending team. Rear stabilizer bars are not allowed.

38.0 POST RACE TECH AND SCALES Top three finishers in qualifying, and all finishers of the feature event must go directly to the scales or tech area immediately after coming off the track as directed by PGNRS officials. Other cars may randomly be brought to post tech to keep the field equal. All drivers must remain in the car until the track official gives permission to get out. Trunk and hood must remain closed until such time as a tech official opens one or the other. The driver and car must remain in tech until given permission to leave by the track official in charge. Drivers failing to follow this procedure are subject to disqualification. Each car in post-race tech will be allowed one driver and one crew member only working on the car. Drivers, cars, and crew members not involved in post-race tech, must remain out of the tech area. All persons who ignore this rule will be asked to leave the post-race tech area by the tech director. At all times, only PGNRS members will be allowed in the tech area. Post-race PGNRS tech inspections will be performed using procedures as follows: Three items will be chosen by tech inspectors; a fourth and fifth item will be drawn by one of the top three finishers. PGNRS will furnish electrical power, and an air compressor for general lighting and cleaning needs. Blowers and or cooling devices must be supplied by the race team. Post-race PGNRS inspection items: Anything and up to everything in the rule book. Officials are not required to reach a conclusion regarding the legality of cars or parts at the racetrack and, may gather additional information in the days following an event before issuing a final decision.

39.0 PROTEST GUIDELINES. Protestor must have finished on lead-lap of feature race. Protest must be written and turned into a PGNRS official no later than 20 minutes after the checkered flag is displayed. Protest fee schedule if any – Third Party Inspection \$2,000.00 for protests requiring engine teardown. If a protested engine is found to be legal, the competitor who was protested will keep his/her winnings and points for that event and receive \$1600.00 of the protest fee. PGNRS will retain \$400.00 for the inspection and reassembly of the engine if legal. All other protests will incur a \$250.00 fee with \$175.00 going to the prevailing party, and \$75.00 retained by PGNRS.

Third Party Engine tear down will be limited to the following people only: One authorized and approved mechanic at the discretion of PGNRS Board, one member from car in question if available, and a PGNRS officer and the third party individual with no vested interest in either protested or protesting party.

Protest on non-performance items. Any driver/car owner who refuses protested fee is assumed illegal. The protester must also show the same item he/she is protesting on his/her car. If the protester refuses the inspection will end.

PGNRS reserves the right: to tear down any engine, at any time, without a protest fee being filed. - to impound any car or engine for a reasonable amount of time for further inspection. - to confiscate any part that is believed to be illegal during a post-race tech inspection, said part, or parts may be sent to PGNRS offices for final inspection, and determination of legality. Parts determined to be illegal by PGNRS, after this final inspection, will be destroyed by PGNRS. No compensation will be given to the car owner or driver for the destroyed illegal parts. Parts determined to be legal by PGNRS will be returned to the car owner in good, as designed working order. Destroyed or damaged legal parts will be replaced or repaired at PGNRS expense and returned to the car owner at no additional expense. The decisions of PGNRS officials are final and non-protestable and non appealable.

DECAL PLACEMENT –



Windshield – Drivers Name (3" min height)

A Post (both sides) – PGNRS sticker, Series sticker directly below PGNRS



PGNRS Baby Grand Stock Car
Rule Change Proposal Form

Submitted by: _____ Date: _____

Address: _____

City: _____ State: _____

Zip: _____ Phone #: _____

Current Rule #: _____

Proposal:

Reasoning:

Send to: bgscadnd@gmail.com



PGNRS - Baby Grand Stock Car
Post-Race Tech Protest Form

Protestors Name: _____ Car#: _____

Date: _____ Time: _____ Submitted to: _____

Track: _____

Protestee Name: _____ Car#: _____

Component Protested:

Protested Fee Amount Received By: _____

Amount: _____ Paid to: _____

I hereby request that PGNS officials check the component described above on the competitor's car numbered above. I understand this form must be submitted with 20 minutes of the displayed checkered flag for the race in question involved in this report. I also understand that I must remain on hand or the inspection will end. I also understand that I will Lose 100% of the protest fee if the component mentioned above is found to be within specifications in the rulebook.

Signature: _____



PGNRS - Baby Grand Stock Car
Code of Conduct Violation Report
Fee \$100

Submitted By: _____ Date: _____

Contact Phone #: _____ Track: _____

Submitted to: _____

Offenders Name(s): _____

Witnesses: _____

Incident:

I / We affirm, under penalties prescribed for perjury, that the above and foregoing allegations are true and accurate to the best of my knowledge and belief this ____ day of _____, _____. I / We understand that if these allegations prove to be false, I / We may be subject to criminal prosecution for perjury.

Signature: _____

Witness: _____

Witness: _____