

Read Everything! (Sure--Like You Have Something Better to Do.)

RULES UPDATED ~~1/1/11~~ 22 NOV 2011.

For a strikethrough copy comparing ~~2010 and~~ 2011 ~~and~~ 2012 rules, [click here](#).

Download and print the latest version of the pre-race Safety Checklist [here](#).

~~All these words 'n' stuff too overwhelming? Check out our illustrated guide: [How NOT to Fail LeMons Safety Tech](#). For a printable PDF version of the guide, [click here](#). Download LeMons' handy, easy-to-follow "How Not to Fail Safety Inspection" guide [here](#).~~

Entry: \$500 per car \$100 per driver \$75 for non-drivers. (Each team must have 4-6 drivers.) This fee covers registration, track time, paddock pass, track insurance, on-site ambulance crew, sweatshop-made commemorative crap, and anything else we come up with by then. Non-driving team members get all the same bennies except track time.

Not going to be working on a car or hanging out in any of the assigned pit spaces? If so, general-access paddock passes are \$20/day or \$30/weekend, available right at the gate. **Kids under 16 are free.** ~~Grandstand only seating is offered by the occasional track as well, but that's not something we have any involvement with—please contact the individual race courses to inquire. Each track also has its own policy on children under 16 in the grandstands or paddock; again, contact the course for more info.~~

1: GENERAL

- **1.0: WARNING: Racing is Exceedingly Taxing, both Physically and Mentally.** When driving a racecar, you'll be exposed to extreme (both high and low) temperatures; to dense smoke and fumes; to intense shocks and vibration; to very loud noises; and to a variety of other unusual, exhausting, confusing, and stressful conditions. **EVEN IF YOU THINK YOU'RE IN EXCELLENT HEALTH, TELL YOUR DOCTOR WHAT YOU'RE PLANNING TO DO; GET A FULL PRE-COMPETITION PHYSICAL EXAM BEFORE YOU START RACING; AND ESTABLISH A REGULAR SCHEDULE FOR RE-TESTS!**
- **1.1: Organizers Decisions:** Organizers decisions are final. If you don't like it, tough. Get your own race.
- **1.2: Unsafe Vehicles and/or Drivers:** At Organizers' discretion, any unsafe car or driver may be removed from the event at any time.
- **1.3: Refunds and Compensation for Loss:** There are none. Forget it. It ain't gonna happen. You get zip. Squat. Nada. Can't get your act together? Tough nuts. T-boned on Lap One? Listen to the crickets. Abducted by space aliens? Boo-hoo, L. Ron. Jay ran you over in his RV? Then you shouldn't have been...wait a minute...okay, that actually might be our fault.
- **1.4: Claiming Race:** At the end of the competition, the Organizers--and nobody else, you lazy, better-car-wantin' bastards--may elect to purchase any vehicle from its owner(s) for \$500. In other words, don't spend a lot on a cheater, cause if you do, you ain't gonna own it much longer.
- **1.5: Winners and Prizes:** ~~The car which that completes the most laps is the Winner on Distance.~~ **There are four classes: A, B, C, and Prototype. Cars whose mechanical layouts have been radically altered**

from stock (ie, mid-engined Metros and tube-frame Model Ts) may be moved to the Prototype class. All other classes are assigned (aka, pulled from our butts) during tech inspection based on the judges' best guesses; post-assignment whining gets you kicked to the next faster Class. The Class A-, Class B-, and Class C-winning teams each receive ~~\$1500~~ \$500--usually in nickels. The winner of the **Recipient of the highest score in the** Index of Effluency--as determined by a super-secret equation including vehicle age, general hooptieness, reliability of country of origin, unlikelihood of success, and the Organizers' whim--~~is the Winner on Index. The Winner on Index~~ receives ~~\$1501~~ \$501, plus a free entry in the team's next race. **Recipient of the People's Choice Award**, as determined by ~~totally unscientific, and almost certainly totally unfair, pit-side opinion and chitchat,~~ receives \$500.

- **1.6: Your Car May Be Destroyed at Any Time:** In addition to accidents and other unfortunate boo-boos, one car may be selected by blind ballot of all teams for immediate removal and total destruction. It could be your car. It probably WILL BE your car. You'll have 30 minutes to yank out any safety items you want to rescue, and then it's toast. Them's the breaks. Don't bring it if you ain't OK with losing it.
- **1.7: Right of Publicity:** You and your brilliant, pithy utterances may be photographed, recorded, or otherwise reproduced and re-used whenever and wherever the heck the Organizers like (including but not limited to television, internet, magazines, radio, biblical apocrypha, CinemaScope epics, and cave paintings). You won't get a penny unless somebody sees it and buys you a coffee. If you're not comfortable with that, wear a Mexican wrestler mask and/or stay home.
- **1.8 The People's Curse:** Each team gets one People's Curse ballot after finishing tech. Teams should return ballots by 10am Sunday or as directed at the Drivers Meetings. **At least 20 ballots must be returned for a Curse to occur.** After the ballots are counted, all cars appearing on >10% of returned ballots get a Black Flag penalty; all cars appearing on >20% of returned ballots get a nasty but (probably) nonfatal Curse penalty; and all cars appearing on >33% of returned ballots get a totally nasty, mega-fatal, possibly frame-flattening Curse penalty.

2: ELIGIBILITY

- **2.1: Vehicle Eligibility:** Entry limited to mass-produced, four-wheeled vehicles legal for US highway use at the time of their manufacture. Vehicles must be acquired and prepared for a maximum of \$500 as described in Section 4. Vehicles must meet all safety standards laid out in Section 3. The vehicle's original, manufacturer-stated curb weight may not exceed 4200 pounds. Individual waivers may be granted; just don't ask about Peterbilts, Zambonis, sidecars, or golf carts again. We already said no.
- **2.2: Driver Eligibility:** All drivers must have a valid US or International driver's license and a valid competition license or LeMons Competition Membership card. LeMons Competition Membership cards are good for one year from the race for which they were purchased and are made available to all drivers after their team is accepted. No other competition licenses are recognized or reciprocated.
 - 2.2.1: Drivers Under 18: Drivers under 18 years of age must get a notarized letter of permission from their parents or legal guardians. You might also want to ask said parents or legal guardians why they'd ever allow you to do this; it probably means they've been poaching your college fund.
 - 2.2.2: No Passengers Allowed: Due to the strident insistence of the Fun Police, no passengers are allowed.
- **2.3: Tire Eligibility:** DOT-approved street tires only, minimum treadwear rating 190; no exceptions. BTW, don't call us to moan that there aren't any good tires sold in that range. That's the damn

point.

- **2.4: Whiner Eligibility.** Whiners are not eligible to compete. If you believe that you might be a whiner, please check with a domestic partner, guardian, or health-care professional before getting the rest of your team kicked the hell out of the race.

3: SAFETY

- **3.1: Rollbar and Structure:** Professionally made full rollcage required. A poorly built, improperly mounted, or badly engineered rollcage will keep you from racing: Don't show up with crap! **Cages originally created as bolt-ins will not pass without extensive modifications; these mods usually cost more time and money than just starting with the right weld-in cage.** At minimum, cage must include: Full front and rear hoop, appropriately braced to each other along the roofline (halo type and side/downbar type are also acceptable); two driver-side door bars (X-design is acceptable); appropriate main-hoop backstays with no bends, located as close to 45 degrees from horizontal as practical; one main-hoop diagonal; appropriate spreader plates and gussets; complete 360-degree welds at all joints, **including all cage-to-car joints.** Each major load-bearing member must be formed from a single, continuous tube. Shoulder-harness bars are necessary for proper shoulder-harness mounting in nearly all applications (the harness-to-bar attachment point must be between zero and 15 degrees lower than the harness's seat-entry point). Dash bars are very strongly encouraged. On all sides, all drivers' helmeted heads must be at least two inches inside the area enclosed by the cage.
 - 3.1.1: Rollbar Tubing and Padding: Minimum tubing size for cars weighing under 3000 pounds as raced is 1.50" x .120" or 1.75" x .095". Cars weighing over 3000 pounds as raced must use a minimum tubing size of 1.75" x .120". Properly bent, racecar-grade and -quality tubing is mandatory: no stretched or crushed bends allowed. DOM mild steel is very strongly recommended over ERW (seamed) tubing.
 - 3.1.2: Don't understand any of the above? See where it states "professionally made." You shouldn't be doing this yourself.
 - 3.1.3: All roll cage tubing must be padded with high-density rollbar padding wherever a driver may contact the tube--head, knees, elbows, etc.
 - 3.1.4: All attachment points on the vehicle must be selected and reinforced as necessary so that, in an accident, the cage will not punch through, tear, or grossly distort the attachment point. Spreader plates of at least 24 square inches; backing panels; gussets; and/or other reinforcing elements are generally required to meet this goal. Cages mounted to rusty, thin, under-supported, or otherwise stupid attachment points will flunk tech immediately.
- **3.2: Driver's Seat:** Driver's seatback must reach above middle of helmet or higher. **One-piece SFI or FIA rated competition seats are very strongly encouraged--most stock seats will fail tech for their low strength, poor shoulder harness routing, or both. One-piece, purpose-built racing seats with properly located, factory-provided shoulder-harness holes are mandatory. Molded plastic seats of ABS or similar material are not allowed.** All seats must be very securely mounted to the floor or cage to avoid separation during a crash. All seatbacks must be **securely attached to the seat base and braced or otherwise** restrained against rearward failure. **Permanently attached seatback braces are very strongly recommended, and must be appropriate to the seat type. A mismatched seat/seatback-brace combination can damage the seat or seriously injure the driver--confer with the seat's seller to choose the correct brace. If a seatback brace is not used, a strong, seat-width**

element such as a shoulder-harness bar must be located within six inches of the seatback to prevent the seat from failing rearward. Seats on adjustable tracks must show minimal looseness and no back-and-forth freeplay.

- **3.3: Onboard Fire Extinguisher:** Fully charged Purple K, Type 10B:C, or Type A:B:C extinguisher, 2.5 lbs or larger, must be located in easy reach of driver and secured via a proper, purpose-made, all-metal quick-release bracket. (In other words, just go to the damn hardware store and buy a good mount; don't use the cheap plastic thingy that came with the bottle.) No sheetmetal screws or self-tapping screws allowed in mounting.
- **3.4: Driver's Helmet:** Undamaged, [full-face Type SA helmet, Snell SA2005 or better](#), mandatory. FIA 8860-2000 certification is also acceptable. No open-face or hybrid helmets allowed. Complete, closable, working visors must be intact and in place. Type M (in other words, any motorcycle helmets) and other non-SA helmets not allowed. Don't know if your helmet qualifies? Gently peel back the inner padding to find the Type stamp; if it doesn't have an "SA" sticker or stamp, you're boned.
 - 3.4.1: Neck Brace/Helmet Support. [Racing neck braces](#) are mandatory. Foam roll-type neck braces are the cheapest (but, naturally, also the least protective) option. Drivers with Hutchens devices, D-Cel harnesses, HANS devices, and so forth are **very strongly** encouraged to use those instead.
- **3.5: Five- or Six-Point Harnesses:** [Five- or six-point harnesses](#) mandatory, including fifth or fifth/sixth "anti-submarine" belt. All harnesses must be SFI or FIA approved; dated within five years of the race; and properly mounted. Shoulder harnesses must be two totally separate belts with separate mounting points (ie, single-point Y-belts are not allowed). When viewed from above, shoulder harnesses should ~~either be parallel from their mounting points to their seat-entry points, or~~ be closer at their mounting points than at their seat-entry points. All lap and shoulder harnesses should be standard 3-inch width; 2-inch HANS-type shoulder belts are allowed only if ALL drivers are using a HANS-type device at all times.
 - 3.5.1: Harness Mounting: Grade 8 or better hardware and 2.5-inch or larger load washers are required when mounting to sheet metal.
 - 3.5.2: Anti-submarine belt(s) should be mounted vertically. If this requires cutting a hole in the seat squab, don't route the belt(s) in a way that allows them to fray on a seat spring. If vertical mounting is impractical, the mounting point should be located behind, not ahead of, the belt buckle.
- **3.6: Coolant:** Coolant must be water only--no antifreeze, antiboil, water-wetter, or other additives allowed. (That stuff is slippery--when your car pukes its guts all over the track, we don't want to be sliding around in it.) A functional catch tank is mandatory.
- **3.7: Fire-Retardant Clothing:** [Full SFI 3.2/A- or FIA 8856-2000-certified fire-retardant driving suits](#) must be worn by all drivers at all times while inside the car. If using a single-layer SFI 3.2/A1 or 3.2/A3 suit, driver must also wear fire-retardant SFI- or FIA-certified long underwear. Multilayer suits rated SFI 3.2/A5 or higher are highly recommended and may be worn without long underwear. Fire-retardant FIA- or SFI-rated racing gloves and shoes are required. And yeah, while they may very well be superior, military-spec or firefighter suits are not FIA- or SFI-rated, so we can't accept them.
 - 3.7.1: Socks and Other Undergarments: Socks, shirts, and other undergarments made of synthetic material (including nylon, orlon, Spandex, etc.) will melt to the skin in a fire

and are strictly forbidden. Fire-retardant (Nomex, Carbon-X, or equivalent) racing socks are mandatory.

- **3.8: Glass, Headlights, and Taillights:** Driver's- and passenger's-side front windows must be open. Headlights, taillights, and sidemarker lights must be removed or taped over.
 - 3.8.1: Brake Lights: At all times, each car must have at least one working brake light that is easily seen from the rear. The light should be located where a mild rear-end impact won't break or obscure it. Good spots include inside the rear-windshield area; on top of the parcel shelf; and on the deck at the base of the rear-windshield area. Stock brake lights protected by clear tape are fine.
 - 3.8.2: Headlights for Night Racing: In the rare case of a night race, headlights may be required. See the [Event Page](#) of the race that you've entered for details.
- **3.9: Airbags:** All airbags must be disarmed and removed, and all airbag housings must be open for inspection at tech. (Remember, airbag removal can be really dangerous--please try not to blow your damn fool head off. If you don't know what you're doing, call in an expert. Let him blow HIS damn fool head off.)
- **3.10: Window Nets and Driver Egress:** Window nets are not mandatory. While a window net can provide hand and arm protection in a rollover, it can also contribute to injury or death in a fire. If you decide to use one, it is critical that all of your drivers are well practiced at removing the net. It is also critical that they are well practiced at releasing belts, cooling tubes, radio wires, and any other attachments quickly. All drivers must be able to exit the car rapidly under potentially life-threatening conditions. **IT IS EXTREMELY IMPORTANT THAT EVERY TEAM MEMBER PRACTICE EMERGENCY CAR ESCAPES BEFORE RACING!**
- **3.11: Zero Tolerance for Fuel Leaks:** Get your fuel system in good working order! If any staff member sees a suspect leak you will be immediately black-flagged and sent to the tech shed. You will have ONLY ONE CHANCE to completely repair any fuel leak. If the staff member detects a second instance of leakage, regardless of cause, your car must be permanently removed from the race. No exceptions.
- **3.12: Noise Limit:** Our noise limit is 92dB @50 feet @ W.O.T. What that boils down to is no straight pipes allowed; please use at least one muffler or resonator. With these heaps, a single Cherry Bomb or Supertrapp is usually plenty.
- **3.13: Nerf Bars Not Allowed:** Added structural elements that extend past the original bodywork line are not allowed. In other words, no nerf bars, wheel-protection cages, or crash bars. (Worried about your car being damaged? Here's an idea--don't hit anyone.)
- **3.14: Battery:** All batteries must be fully secured via proper, purpose-built battery brackets, battery frames, or **factory body mounts sealed battery boxes**. Zip ties, bungee cords, duct tape, macrame plant holders, and other lame workarounds won't cut it. Batteries located in, or visible from, the passenger compartment must be sealed-type or contained in a sealed battery box. Whether enclosed in a box or not, batteries must not rock, shift, or feel loose--they should feel like a solid part of the car.
 - 3.14.1: Battery (and Other Electrical) Terminals: All "hot" terminals on batteries, kill switches, and at other exposed points must be covered with insulating material. Rubber terminal covers and/or well wrapped electrical tape are acceptable. Silver duct tape is NOT acceptable.
- **3.15: Mirrors:** All cars must have at least one interior mirror. Cars with OE-type interior mirrors must also have a driver's-side exterior mirror. Passenger's-side exterior mirrors are optional. Cars with

panoramic or "Wink"-type interior mirrors don't need exterior mirrors, but can use them if they like.

- **3.16: Bad-Weather Visibility:** It's your job to figure out which bad-weather visibility aids will be most useful for your car. Wipers, Rain-X, tearoffs, small squeegee-wielding children tied to the hood, etc. are all acceptable. If your visibility appears compromised during the race for any reason, you may be black-flagged until conditions improve.
- **3.17: Car Numbers:** Numbers must be shown on both sides, and also the hood or roof. Car numbers must be at least 12 inches tall and clearly readable. Numbers must be white on black background or black on white background--all other designs must be approved in advance by the Organizers. Cars that show up with incorrect, improperly formatted, or otherwise hard-to-read numbers will fail tech instantly.
- **3.18: Fuel Bulkhead:** The fuel-tank area must be totally separated from the driving compartment. For example, if the fuel tank is in the trunk area, any openings between the trunk and the cockpit must be permanently sealed with bolted, riveted, or welded metal panels. OE fuel tanks that are separate from, and located completely below, the trunk floor or rear-cabin floor are acceptable. If the fuel tank can't be completely separated from the cockpit by metal panels, a metal-encased, FIA-certified fuel cell with all related compliant fittings must be used.
- **3.19: Fuel, Oil, and Coolant Lines in the Cockpit:** Any fuel, oil, or coolant lines that pass through the driving compartment must be encased by heavy-duty conduit, durable steel or aluminum pipe, or strong metal plate. OE metal lines in good condition in their original location are exempt from this rule, but encasement is still recommended.
- **3.20: No Open Sunroofs:** All sunroof openings must be covered by either the original sunroof panel; a new panel securely fixed into place; or securely fixed mesh with openings no larger than 1/2-inch each.
- **3.21: Open T-Tops and Convertibles:** Arm restraints are required when driving an open T-Top or convertible.
- **3.22: Engine Firewall:** Gaps or holes in the engine firewall must be sealed up with metal plate or OE-type grommets. If you can see through it, we want it closed up.
- **3.23: Master Electrical Kill Switch:** All cars must have a racing-type master electrical kill switch **easily reached by the belted-in driver**. The control for this switch should be red; the OFF position should be clearly indicated; the switch should be easily accessible from outside the car; and the switch should be clearly marked by a three-inch or larger lightning-bolt symbol. **All electricity Both the main battery circuit and the ignition circuit** must be interrupted by the kill switch (if you don't do that, the engine may still run off the alternator even after the battery circuit is disconnected). **The switch should be located on the cowl; or on the outside edge of the dash near the driver's side window opening; or on the deck at the base of the rear windshield.** Don't put the switch where it's likely to be hit by another car in traffic or crushed in an accident.
- **3.24: Cockpit De-Scuzzification:** Anything loose in the cockpit can be a deadly missile in a crash; remove or secure any loose items. Loose wiring can cause fires and interfere with the driver; remove or secure all wiring, hoses, and cables. Carpets, insulation, and plastics will burn quickly and release poisonous fumes; strip as much of these out of the cockpit as practical.
- **3.25: Fuel Tanks/Fuel Cells:** All fuel systems, including OE fuel tanks and aftermarket fuel cells, must be sound and in good working order. Maximum allowed capacity is 24 gallons or less. Fuel tanks or cells must be completely behind, or completely in front of, the driver (unless OE parts in their OE locations). No second fuel tanks allowed (unless OE parts in their OE locations).

- 3.25.1: Aftermarket Fuel Cells Versus OE Fuel Tanks. Fuel cells are allowed, but they are NOT mandatory. Don't make the rookie mistake of assuming that anything billed as a "fuel cell" is safer than a sound OE fuel tank. High-quality, professionally constructed, correctly installed fuel cells tend to be safer than OE tanks; cheap and/or poorly installed fuel cells tend to be less safe than OE tanks.
- 3.25.2: Fuel Cell Installation: If you decide to install a fuel cell, it must be securely mounted in a professional manner and must be installed in a safe location where it won't be damaged in an impact or drag on the ground if the car leaves the track. All aftermarket fuel components must use threaded fittings and appropriate hose types, and must include all appropriate racecar-quality vents, valves, and other safety features. Fuel-cell installations will be judged on their overall execution and apparent safety. Cars whose fuel cells do not feature internal foam, a puncture-resistant bladder, and/or metal encasement are considerably more likely to fail tech inspection.
- 3.25.3: Refueling: All fueling must be done from handheld DOT-, SCCA-, or FIA-approved 5-gallon or smaller jugs or from the track's permanent pumps. During fueling, the kill switch must be off; no one can be in the car; and NO other work may be done (no fluid or tire checks, no screwing with the camera, etc.). At least two crew members must participate in fueling, all wearing the same safety gear as a driver. Visors must be down. At least one team member must have a fire extinguisher in hand, ready to shoot, aimed at the fueler or fuelers. Fueling locations vary by track and are covered at the Drivers Meetings. Participants are responsible for knowing all fueling rules and accepted locations.
- **3.26: Exhaust System:** A professional-quality exhaust system is required. Exhaust outlets and tubing must be designed, routed, and maintained to avoid heating the fuel tank(s) and/or fuel-system components. **FUEL HEATING IS EXTREMELY DANGEROUS AND MUST BE AVOIDED AT ALL TIMES!**
 - 3.26.1: Exhaust system may not dump ahead of the driver, and must not allow undue levels of exhaust to reach the driver's compartment.
 - 3.26.2: All teams must maintain their exhaust in good condition, without leaks, throughout the event.
 - 3.26.3: Exhaust system must include at least two professional-quality flexible exhaust hangers (ie, not baling wire or plumber's tape) aft of the collector. All exhaust joints must be properly slip-jointed, properly bolted or welded, and must not leak.
- **3.27: Floor Jack and Jackstands at Tech:** All teams must bring at least one sturdy floor jack, and at least two sturdy jackstands, to tech inspection. You will be responsible for safely raising your car off the ground during tech.
- **3.28: Fenders, Doors, and Hoods Required:** All cars must have fenders at all wheels; all doors in place; and OE hoods. Hoods must be securely mounted by OE hardware and/or strong fasteners at all corners.
- **3.29: No Flashing Lights or Sirens:** No working sirens, flashing lights, or similar emergency-vehicle stuff allowed. Anything that could make your car be confused for an actual emergency vehicle will get you black-flagged.
- **3.30: Tow-Strap Locations:** Please identify (or add) good, strong, clearly marked tow-strap locations to your car front and rear. The faster we can get you hooked up, the faster you can get back on the

track. (The word "TOW" with an arrow is acceptable marking.)

- **3.31: OE Crush Structures:** Modifications that reduce the size and/or effectiveness of OE crush structures--including but not limited to shortening or removing frame rails or unibody structures outside the wheelbase--are discouraged in the strongest possible terms. Cars with compromised OE crush structures are exceedingly likely to fail tech. Non-OE replacement crush structures are not an acceptable substitute; you and your stick welder ain't NHTSA.

4: VEHICLE PRICE

- **4.1: Total Investment in Vehicle Can Not Exceed \$500:** Except for items described in Rules 4.2 and 4.3, the total spent to purchase and prepare any car may not exceed \$500.
 - 4.1.1: Lame-Ass Rationalizations: Cars that "should be" worth \$500 don't count; cars that "were worth \$500" before you spent another \$2000 to fix them don't count; cars you've owned for 20 years and spent more than \$500 on during that time don't count; "it would have been worth \$500 if it didn't already have a cage" doesn't count. Five hundred dollars means five hundred frickin' dollars.
- **4.2: Safety Equipment DOES NOT Count Toward \$500 Total:** Safety equipment described in Section 3 DOES NOT count toward the \$500 total. "Safety" refers to things that can save the driver--not things that can save the car.
 - 4.2.1: Beside the items and processes listed in Section 3, the following are considered safety-related and therefore exempt:
 - Wheels, tires, wheel bearings, balljoints, and brake components
 - Exhaust systems downstream of the header/exhaust manifold (NOTE: Turbos and related components are NOT exempt from the \$500 limit. Nice try.)
 - Windshields and wipers. (Stock windshields, true Lexan, or circle-track mesh are acceptable; non-Lexan plastic is not acceptable.)
 - Driver comfort & information (steering wheel, shifter, gauges, pedals, cool suits, vents, heaters, radio)
 - All fuel hoses, fuel fittings, fuel filters, and related mounts
 - All fuel-system components upstream of the fuel pump, including tanks/cells, mounts, fillers, vents, etc. (NOTE: Fuel pumps, carburetors, injection pumps, computers, and individual injectors are NOT exempt from the \$500 limit.)
- **4.3: Registration, Insurance, and License DO NOT Count Toward \$500 Total:** Registration, insurance, or license charges--assuming for some reason you bothered--DO NOT count toward the \$500 total.
- **4.4: BS Factor:** To prevent cheating, all cars will be inspected by a panel appointed by the Organizers. At that time, all teams will be given an opportunity to describe the car's purchase and prep. If the panel believes the limit set out in Rule 4.1 has been exceeded, it will assign a Bullshit Factor (BSF) equal to one BSF per \$10 above the limit. The entry will be docked one lap for each BSF assigned. (Ten dollars = one BSF = one lap.) Entrants are very, very, exceedingly strongly encouraged to bring pre-race-prep photographs, verifiable receipts, notarized testimonials, plus any and all other supporting evidence to Tech/BS Inspection. Or at least make up plausible-sounding stories in advance.
 - 4.4.1: Appeal of BSF Panel Decisions: Get real. There's no appealing this decision. You're boned.
- **4.5: Sponsorships:** Conned some hardworking corp into giving you parts or cash? Nice work, but it still

counts toward the \$500 total. We recommend blowing that sponsorship dough on other stuff instead--hotel rooms, gasoline, entry fees, pedicures, driver suits, personal male enhancement medication, travel expenses, Freudian therapy for the Organizers...things like that.

- **4.6: Labor Costs:** If you didn't pay for the labor, it doesn't count toward the \$500 total. If you did pay for it, it does count toward the \$500 total. This just ain't that complicated, guys.
- **4.7: Scavenger Sales:** If you sell pieces off of your car, the money that comes back in can be used to offset the initial purchase price. Just be prepared to convince some exceedingly skeptical judges of the validity of all those transactions.
- **4.8: Residual Value:** Dumb enough to bring the same pile back for another race? Either do the whole BS process again (bring all your papers and evidence--we ain't gonna remember your sad-sack story from last time), or email the Chief Perp to beg a residual value. Include clear post-race pix of the car and list any major mechanical stuff that needs fixing.

5: TEAMS

- **5.1: Definition of an Entry:** Each entry must consist of one car and four to six drivers. (That means four drivers minimum, six drivers maximum. Seriously: Why do you chumps keep on asking?) There is no limit on non-driving crew members, friends, cheerleaders, pizza-delivery boys, osteopathic surgeons, etc.
 - 5.1.1: One Team can earn Championship points from multiple Entries, either in the same race or in different races.
 - 5.1.2: For multiple Entries to count toward a single Team's Championship total, each Entry must be clearly related by name to the Team (ie, Joe Bob's Team A-Car and Joe Bob's Team B-Car) and must have clearly similar decorations. **Each Entry must be correctly entered at signup (ie, as separate Entries under a single team--not as separate teams with similar names).**
- **5.2: Driver Portability:** Any registered driver is allowed to drive any registered car at any time.
- **5.3: Pit Communication:** Every team must have a reliable way to signal its driver on track. A pit board (homemade is fine) is acceptable, as is a helmet-wired radio system. No loose or hand-held receivers are allowed in the car.
- **5.4: National Championships:** National Championship points will be awarded as follows: • Constructors Championship: 10 points for 1st, 9 points for 2nd, etc. • Team Championship: 10 points for 1st, 9 points for 2nd, etc. All cars earn 3 National Team Championship points per race start. • Driver Championship: 10 points for 1st, 9 points for 2nd, etc. • De-Constructors Championship: Made up by us on a whim. • Coppa di Bondo: Pulled out of our butts an hour before the awards ceremony.
- **5.5: Regional Team Titles:** Regional Team Titles will be awarded in each of the regions defined below. Regional Team Title winners will receive **one** free guaranteed entry at the final event of the season. Regional Team Title points will be awarded as follows: 10 Regional points for 1st, 9 Regional points for 2nd, etc. All teams get 3 Regional points per race start.
 - West Venues: Infineon, Thunderhill, **Reno**, Buttonwillow, **Denver Oregon** **P.I.R.**, **Ridge**, **Chuckwalla**
 - South Venues: CMP, **TBA** **Charlotte Motor Speedway**
 - Gulf Venues: MSR Houston, **Texas World Speedway**, **Circuit Grand Bayou**, Eagles Canyon, **TMS**
 - East Venues: New Hampshire, **Stafford**, Summit Point, New Jersey

- Midwest Venues: Gingerman, Autobahn, Mid-Ohio, Denver ~~Mid-America Motorplex~~

6: DRIVING AND PENALTIES

- 6.0: Penalties:** Black-flag penalties and punishments will be assessed for contact; for any wheel(s) leaving the pavement; for missing/ignoring a warning flag; for speeding in the pits; and for other behavioral sins. Any team racking up three black-flag penalties in one day gets a mandatory three-hour penalty. Any team that manages four black-flag penalties in one day gets kicked out for the rest of the weekend. Cars with fewer than four black flags at the end of Day One will be reset to zero flags at the start of Day Two. Cars that earn four black flags on Day One may NOT race on Day Two.
 - 6.0.1: Charity Absolution: Teams may buy their way out of some punishments and immediately return to the track by donating to the event's designated 501(c)3 charity. All donations are tax-deductible. A donation of \$100 buys off a first-offense punishment; \$250 buys off a second-offense punishment. These donations ONLY prevent punishment--the black-flag penalty stays on the team's record for that day.
- 6.1: Individual Lousy-Driving Rule:** Lousy driving--which includes, but is not limited to, unnecessary contact, overly aggressive driving, chopping off other cars, unsportsmanlike conduct, lack of car control, just generally being an idiot, and/or proving an undue pain in the butt to fellow competitors--will result in a black-flag penalty for Lousy Driving.
- 6.2: Team Lousy-Driving Rule:** Teams are held jointly accountable for the Lousy Driving penalties earned by their drivers. These penalties are recorded and punished as follows. Teams start with a clean slate each day.
 - 6.2.0: Free "Gimme" Offense per Day: Black Flag stop and warning from judges. No mark is made on team's record.
 - 6.2.1: First Lousy-Driving Offense per Day: Black Flag stop and penalty at judges' discretion.
 - 6.2.2: Second Lousy-Driving Offense per Day: Black Flag stop and mandatory, nastier penalty.
 - 6.2.3: Third Lousy-Driving Offense per Day: Heinous penalty plus mandatory three-hour impound.
 - 6.2.4: Fourth Lousy-Driving Offense per Day: Just put your ass back on the trailer and go home.
- 6.3: Why Am I Upside-Down? Rule:** You're upside-down because you have no business being out on a racetrack. Any driver who puts a car on its roof is out for the rest of the season, beginning immediately. Any car that rolls during a race will be removed from the race.
- 6.4: Touching a Temporary Barrier:** Physically contacting a cone, tire barrier, or any other temporary structure placed on the track by the Organizers is an automatic Lousy Driving Offense With Extreme Prejudice. (You don't even want to know what that means.)
- 6.5: Passing Safety Vehicles:** Moving safety vehicles may not be passed on the track unless a wave-by is given by the safety vehicle's driver or crew.
- 6.6: Flags:** These flags have the following meanings:
 - Green: Go
 - Race your brains out. Green is usually shown only at start/finish.
 - Yellow: Caution
 - NO PASSING! there's something dangerous ahead. Stop racing, pay attention to your surroundings and

the situation ahead, and proceed in single file at a reasonable pace.

- Red: Stop
- Come to a safe, controlled stop as soon as practical. Pull to the outside edge of the pavement in view of a flag station and wait for more instructions.
- Black (pointed at you individually): You've Got Problems
- Come to the Penalty Box immediately--either you've got a mechanical problem, or you/your team has committed a punishment-worthy sin.
- Black (waving at all stations): We've All Got Problems
- Take the track exit at your next opportunity, go back to your paddock space, and wait for more instructions.
- Red & Yellow Stripes: Surface Problems
- Something iffy is down on the track surface--could be water, could be oil, could be a '73 Fiat cylinder head. NOTE: After a few laps the surface flag may disappear **even though the surface problem has not**. Continue to use caution after the surface flag goes away.
- Blue w/ Yellow Stripe: You Suck
- There's faster traffic behind you, like you didn't know that already. (This is just informational. You're welcome to say "who the \$*#& cares?")
- **6.7: Line of Sight Flagging:** All drivers are under the control of the next manned flag station in their line of sight. Example: If the next manned station in a driver's line of sight is showing yellow, that driver is under yellow until the next manned flag station NOT showing yellow comes into his line of sight.