

Welcome To
Greenville-Pickens Speedway!
Revised 1/27/2021

These rules and regulations are designed to provide drivers and crew members with a safe, exciting and family racing atmosphere. It is everyone's responsibility to read these rules, understand them, and abide by them, assuring that your equipment, vehicle, and personal safety habits meet these standards.

We hope to continue to offer a fresh, exciting, and family racing experience at Greenville-Pickens Speedway (GPS). Please do not hesitate to ask for assistance or contact us with any questions you might have.

Greenville-Pickens Speedway Officials

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Greenville-Pickens Speedway Rules

Greenville-Pickens Speedway regulations contained herein are presented in a positive manner. Final translation and rule interpretations are solely and completely the option of Greenville-Pickens Speedway and its officials.

It is the competitor's responsibility to keep his/her car legal at all times. If a car passes entry inspection, it is not automatically declared legal for the event.

GENERAL RULES & CONDUCT

Competitor and Crew Licensing

The National Association for Stock Car Automobile Racing, Inc. (NASCAR) will be the sanctioning body at Greenville-Pickens Speedway. All competitors must secure and maintain a valid NASCAR NWAAS license. All division drivers must be 14 years old or older. 14 and 15 year old drivers must secure and maintain a valid NASCAR Learner's Permit. See NASCAR Weekly Series 2019 rulebook for more details. All crewmembers must secure and maintain a valid NASCAR crew license. Applications for NASCAR licenses are available through the Speedway Office.

“Participant” is defined as a driver, owner, crew member, family member, official or speedway employee who has been issued a pit pass by Greenville-Pickens Speedway

Injuries

Greenville-Pickens Speedway carries insurance for all race events. All injuries must be reported to the Promoter or Competition Director before exiting the track that night. REPORTS WILL NOT BE ACCEPTED LATER.

Pits

Anyone under age 18 entering the pit area must have a Minor's Release signed by one or both parents on file at the Speedway Office.

Registration

Any driver change, car change or number change must be reported at sign-in and approved by the Competition and/or Race Director. Failure to do so will result in not being paid at the end of the night and no points will be issued. Drivers competing in multiple events will be required to pay a \$30.00 entry for each additional event entered.

Payoff Procedure

Each driver will receive a check for their racing efforts (provided there is no DQ). The driver, the owner or a racing business may receive the check, but must provide SS# or FEIN# for the person or entity to which the check is written. Purse checks will be honored for three months. Drivers wishing to have their purse checks mailed must notify the Speedway Office. Issuance of a replacement check for any reason is subject to a \$30.00 fee. In most cases, payoff checks may be picked up upon completion of all the scheduled events. No monies will be distributed unless federal **W-9 (Request for Taxpayer Identification Number and Certification)** information is on file with the GPS office.

Division Sponsorships

All Competitors must run any Division Sponsorship Decals for all of the events they participate in to be eligible for season ending and/or individual event Greenville-Pickens Speedway point fund monies.

IRS Reporting

Any and all payouts totaling \$599.99 or more for the year will receive a 1099 form at year-end. Anyone receiving monies from Greenville-Pickens Speedway must fill out the appropriate tax forms (forms available at the Speedway Office).

Driver Responsibility

Each driver/owner is responsible for the actions of his or her crew members, family and guests. YOU ARE EXPECTED TO KNOW AND UNDERSTAND THE RULES. IGNORANCE OF THE RULES WILL NOT BE ACCEPTED AS AN EXCUSE FOR ANY INFRACTION. We expect courteous behavior from all participants at all times. We will not tolerate profanity to discredit Officials, other drivers, crew members, associates, fans or the management; nor will we tolerate any racist or incendiary comments or threats. Any time your actions, dress or conduct are not in the best interest of GPS you may be asked to leave the facility immediately and suspension may be levied. Weapons are not allowed in the pit area. The display or use of a weapon may result in the arrest of involved parties.

Alcohol

Alcoholic beverages are not permitted in the pit area before, during or after any racing event. Anyone caught in the possession of alcoholic beverages will be guilty of an infraction of these rules and the driver associated with such person will be held responsible. Greenville-Pickens Speedway reserves the right to test anyone in the race track facility for **alcohol or any controlled substance** at any time.

Fighting/Disrespect

Fighting or disrespect of officials, and/or security, and or GPS staff will not be tolerated. Anyone found involved in these activities are subject to suspension, fines and/or arrest. Any team member entering another team's pit area and becoming involved in an altercation will be escorted from the premises and harsh punishment will be forthcoming. ***1st Offense - Could result in a minimum \$200 fine and/or probation and/or suspension from the facility.***

HITTING OR DAMAGING ANOTHER COMPETITOR'S CAR/TRUCK UNDER PACE LAPS, CAUTION OR AFTER THE COMPLETION OF THE RACE

1st Offense

Will result in a fine (based on severity) and/or disqualification and/or loss of finishing position and/or loss of points and/or suspension and/or probation

2nd Offense

Minimum \$300 fine (base on severity) and/or disqualification and/or loss of finishing position and/or loss of points and/or suspension and/or probation

Admission Privilege

Greenville-Pickens Speedway is private property. Through your admission ticket and/or pit pass you have been given the privilege to be on this property in conjunction with racing activities; however, the management of Greenville-Pickens Speedway reserves the right to revoke or cancel this privilege at any time that it is felt that your presence or conduct is not in the best interest of the sport of auto racing, your fellow competitors, the fans or the management of Greenville-Pickens Speedway.

RULES INFRACTIONS

1st Offense

Any rules infraction or unapproved part could result in a fine (based on severity), loss of winnings, confiscation of unapproved or illegal part or parts and/or finishing position relegated to last place with last place points and/or disqualification with no points for that event as per the discretion of GPS Officials.

2nd Offense

A second rules infraction or unapproved part could result in a minimum \$300 fine (based on severity), loss of winnings, and confiscation of unapproved or illegal part or parts, disqualification and loss of all points for that event as per the discretion of GPS Officials.

3rd Offense

Penalties will escalate quickly

TRACK RULES

Track Rule Conflicts

If one or more NASCAR rules are inconsistent with track rules, the track rules shall prevail. If this rulebook does not specifically state that you may change, add or alter something, then you must consider that change or modification is illegal. Ask first!

Pit Passes

All licensed participants must purchase their pit passes at pit registration. All competitors must be properly signed-in and must display their pit passes and/or wristbands at all times. We will sell a Pit Pass to NASCAR license holders after the start of the event at the GPS track office for the regular price of the event.

Non-Licensed Pit Passes

Non-Licensed Pit Passes are sold as a courtesy to our guests who are not doing any work on race cars, or involved with the racing events in any manner. These passes are for usage by your sponsors, non-participating family members, etc. Anyone working around or on racecars in any manner is required to have a current NASCAR license and approved Pit Pass for the event.

Rainouts/Rain Checks

Race day expenses are extremely high and are incurred by the speedway regardless of whether any racing events are run. When the pit gates open, insurance, salaries, etc. are spent and cannot be recouped. For that reason the following rain out/race cancellation policy has been implemented:

In the event of race cancellation because of inclement weather or any type of incident that may prevent completion of the racing program, rain checks for pit fees will be issued only if less than ½ of the total number of laps of the feature event scheduled for the evening's program have been completed. Rain checks will only be issued to competitors in divisions that did not complete their schedule of events and those rain checks will ONLY be honored for the next regular scheduled event for said division.

Any individual race in a program will be considered complete if at least ½ of the scheduled laps for that race have been completed

Except as otherwise provided when an event is halted, the event may or may not be rescheduled to a mutually agreeable date.

Communication

The driver shall be the sole spokesperson for the car owner and pit crew. The driver assumes all responsibility for the actions of his or her crew, including any unpaid fines.

Dress Code

All drivers and crew members entering the pit area must wear shirts with sleeves (NO tank tops) and shoes that fully cover each foot. Sandals are NOT permitted. No short-shorts. Drivers must wear Greenville-Pickens Speedway approved uniforms and safety apparel anytime while on the track in the race car. Fire retardant gloves are highly recommended.

Head & Neck Restraints

While Greenville-Pickens Speedway does not mandate Head & Neck Restraints, we STRONGLY encourage you to wear some form of GPS approved Head & Neck Restraint. See SAFETY SECTION below for a list of approved systems. While they are “pricey”, they are much cheaper than a trip to the Emergency Room or loss of your ability to work.

Inspections

All cars, haulers and equipment are subject to inspection by GPS officials at any time and in any manner as determined by said officials. GPS officials have the right to confiscate any and all parts which fail to meet applicable specifications. Failure to submit to a post-race inspection or failure to surrender parts deemed illegal may result in a fine, disqualification, confiscation of racing equipment and/or loss of points at the discretion of Track Officials. Failure or refusal to submit to a post-race inspection a second or recurring time could result in suspension for the remainder of the year.

Protests

Only licensed competitors can file Protests. Protests may only be filed against the two finishing position ahead of your finishing position. The protest must be filed with the Competition Director or designee within 20 minutes of the checkered flag signaling the completion of their event. The only competitors allowed to file a protest will be the Car Owner, Driver, or Crew chief. Protests in the Late Model Stock and Limited Late Model divisions will follow fees and procedures from the 2021 NWAAS rule book Section 13 Page 44. Protests in the other divisions ie. Super Stock, Renegade, & Pure Stock will be as follows:

1. The protesting fee is \$300 for up to 3-items that include chassis and/or top of the engine components.
2. The protested competitor is required to post a \$100 acceptance/inspection fee.
3. Protests that include the bottom of the engine, transmission, or drive differential disassembly will increase the protesting fee to \$600
4. Protests that include the bottom of the engine, transmission, or drive differential disassembly will increase the acceptance/inspection fee to \$150

5. For all protests the protest fee goes to the competitor winning the protest and the acceptance/inspection fee will be retained by the track

Any non-approved modifications to a “crate” engine will result in confiscation of the illegal part and possible confiscation of the entire motor. The Competition Director or designee shall decide if a matter is protestable and shall inform all parties of their decision. Any illegal components discovered during a protest are subject to confiscation, even though the items were not protested. All illegal items will be confiscated and disposed of and will not be returned. Extra fees will be charged for any items requiring off-site inspection. Fees will be based on the cost of further inspection and that cost will be the responsibility of the protesting competitor

Disqualifications

A disqualification could result in the driver receiving NO POINTS and NO PURSE for that particular event in which he or she was disqualified.

Driver Changes

No driver changes shall be made without proper notification to the Competition or Race Directors or their designee; drivers failing to do so will not be paid and will not receive any points.

Car Numbers

Duplicate numbers will be allowed with a letter added that is at least 30% the height of the numbers. Track retains the right to change any car numbers as needed.

Racing Equipment

Competitors are solely and directly responsible for the safety of their race cars and their racing equipment, they are obligated to perform their duties (whether driver or crew member) in a manner that will minimize the risk of injury to themselves and to others. Racers are required to utilize all safety equipment any time the car is on track, whether during a race or practice.

Rookie of the Year

Rookie of the Year honors may be available to drivers who have not competed in that division or a higher division of competition more than five times previously or to be determined by GPS officials. Drivers should declare their eligibility at the start of the race year. Rookies of the Year will be determined through final points standing; races, finishes and conduct, both on and off track. This decision will be made at season’s end by track management with selected officials and veteran competitors

Driver Eligibility

To compete in a Greenville-Pickens racing event, competitors must:

Have valid NASCAR license. If requested by track officials, submit to and pass driving ability tests conducted by and at the discretion of track officials, whose decision as to the applicant’s driving ability is final and binding.

Be physically fit as determined in the sole discretion of GPS. GPS may require a competitor or applicant to submit to and pass one or more physical examinations by a qualified physician(s). All costs to be the responsibility of the competitor or applicant.

Be at least 14 years of age for all NASCAR divisions, drivers must provide proof of birth date if requested.

Transponders

Transponders must be installed on the rear end housing before you will be able to practice. Transponders are deemed an item that could be inspected. Transponders not located in the specified position may result in penalties that could result in loss of qualifying position and/or disqualification from the event, and/or loss of points and/or loss of purse. Transponders must be returned to the tire building immediately after your event. Failure to return transponder will result in a monetary fine; also, no event monies or points will be distributed until your transponder is returned. Each driver/team is responsible for the transponder and its cost replacement if lost or damaged until its return to the tire building.

Race Procedures

Racing Surface

No one is allowed on the racing surface at any time, for any reason unless that person is directed to go onto the racing surface by a GPS official. VIOLATION OF THIS RULE MAY RESULT IN IMMEDIATE INDEFINITE SUSPENSION at the discretion of the Competition or Race Director. In the event of wrecks, NO ONE except authorized safety personnel and GPS Officials are allowed on the track. Keeping the congestion to a minimum will allow trained professionals to do their jobs in the most efficient manner.

Driver's Meeting

A mandatory driver's meeting will be held each week prior to the actual race. One crewmember (Spotter) from each team plus the driver unless excused in advance must attend. Roll call may be taken; any driver not present by the roll call may forfeit their starting position and start at the rear of the field; at the discretion of the Competition Director missing the driver's meeting may also result in a fine of \$50.00. If you feel that you will be unable to attend the Drivers Meeting on time, you may obtain permission from the Competition or Race Director.

Starting Field

Unless prior notice is given, a full field will be limited to thirty-six (36) cars. Any starting positions beyond 36th will be at the sole discretion of the Promoter and Competition Director.

Qualifying

The qualifying line-up will be determined by the Competition or Race Director and will be announced in the drivers meetings. Qualifying will normally be one lap; additional laps may be given to all competitors within a division at the discretion of the Competition Director. No driver may attempt to qualify more than one (1) car per division in time trials or qualifying races. Should a car spin during qualifying, it will be the sole discretion of the Competition Director if any further qualifying attempts for that event will be permitted. In all circumstances, no more than two qualifying attempts will be permitted. If qualifying is not completed in its entirety due to weather or other circumstances, the field will be lined up based on points or draw at the discretion of the Competition Director.

In the event of duplicate qualifying times, preference through track point standings will break the tie. If track point standings will not prevail, the driver to post said time first would be given preference.

Start/Finish Line

The start/finish line is considered to extend across pit road, however, during all events a green flag can only be taken on the track racing surface. At the Competition or Race Director's discretion, cars entering the racing surface from the pits, as the field takes the green, may be considered to have taken the green flag with the field, provided they leave the pits after all cars on the track have passed. Any cars that have taken the track during pace laps will be considered to have started the race.

Race Distance/Length

Races will be run the scheduled or advertised number of laps. Cautions will not count unless specified prior to the start of the event. All races will be run until the leader has completed the advertised distance. The race can be considered officially completed after the halfway mark has been reached by the leader, provided circumstances make it impractical to continue the race within a reasonable period of time after it has been stopped. Races stopped after the halfway point will be considered a full race. It will be the sole discretion of the Competition Director to impose race time or lap limits before or during any event.

Start of Race

Once the pace laps have begun, the race will officially have started even though distance/time is not yet being measured. Any car entering the pits and reentering the racing surface before the green flag is displayed will be considered as having made a pit stop and must start in the rear unless the competitor was directed to pit by the Competition or Race Director for safety reasons. Any car that enters the pits during the pace laps will be considered as officially starting the race and may reenter the racing surface at any time, even after the initial green flag unless otherwise directed by a stop-and-go official.

Line-Ups/Starting Grid

All cars must be lined up in their correct position on the track or pit road at the beginning of the pace laps. The pole sitter will choose their starting position during the pace laps and move to that position. No other cars will move; any car not in line when the pace laps begin will forfeit their starting position and must start in the rear.

Making Up/Losing Laps Under Caution

Lapped cars cannot make up a lap under caution. No competitor can lose a lap under caution unless the race was designated as "cautions will count". Scoring will always revert to the last full field completed green flag lap. There will be no racing back to any Yellow Flag!

Lap Penalties

The Competition or Race Director will assess all lap penalties.

Scoring Re-Checks

A request for a scoring re-check will be honored if requested within fifteen minutes of the posted finishing order. The request must be made to the Competition or

Race Director. After the fifteen minute time period, the finishing order will become official, unless adjustments are necessary based on post-race inspection.

Rough Driving

In the event a driver causes another competitor to spin, and in the opinion of GPS Competition or Race Director, it was anything other than a normal racing incident, you will be penalized. Normally this means being put to the rear of the field, however, more severe penalties may be levied for repeat offenses or for extreme cases. This judgment call on the part of GPS officials is not subject to appeal. Any driver intentionally hitting another car under caution or after completion of race may be parked immediately, penalized position and/or fined. Any driver stopping his car and getting out on the track to confront another driver or official will immediately have their scoring stopped and be ordered/towed to the pits.

Driver Changes

In order for a driver to receive points and prize money, the driver must start the race at the Green Flag. Driver changes will not be permitted from the start of pace laps until after the car completes its first scored lap. Only cars that start the even may compete during the event. All driver or car changes must be preauthorized by the Competition or Race Director.

Spotters

All competitors in every event or division are required to supply a Spotter in radio contact with the driver any time the car is on track. During racing events, Spotters are required to report to the GPS Spotters Stand or approved area before Pace Laps before their event begins. If Officials have to wait for your Spotter to start the event, your car will be sent to the back of the field or pit road. It is recommended that you supply your spotter with an extra charged battery for your event. Greenville-Pickens Speedway recommends that all spotters monitor race control with a radio or scanner that is separate from the one used to communicate with the driver.

The Race director will review the race procedures in its entirety for each event during the drivers meeting.

Race Start Procedure

All initial starts will be made double-file. The pole-sitter will choose whether he or she starts on the inside or outside during the pace laps. No other cars will move. Each car should stay in line and keep pace with the rest of the field. When the pace car pulls onto pit road, the pole-sitter should bring the field to the green flag gradually and consistently (no brake checking etc.); the race does not begin until the flagman waves the green flag. The flagman starts the race, not the competitors on the front row. They are only responsible for pacing the field. The Race Director has the option of starting the race single file if a successful attempt by the front row to start the race is not obtained. Repeated unsuccessful attempts by the front row could result in their starting position being relinquished and either or both drivers sent to the rear.

Passing On the Initial Start

On the initial start, no car will be permitted to pass to the inside until he or she crosses the start/finish line. A penalty for improperly starting the race may be imposed in the form of a black flag, requiring a complete stop on pit road.

Caution before One (1) Lap Completion

In the event of a caution before one lap is completed, there will be a complete restart EXCEPT for the cars involved in the caution, or those entering the pits. They will be placed to the rear of the field. Any cars causing the race to be stopped, such as a spin out, shall be considered as involved in an accident. Any cars stopping due to a mishap and not driving immediately to the starting line shall be considered as involved in the accident. Interpretation of the words 'spin out' and 'immediately' shall be left to the sole discretion of the Race Director.

During the course of any event GPS will not have a spin to avoid rule in place. All cars that are deemed by the Race Director to be involved in the caution will be sent to the rear of the field.

Restarts

The leader will have the option to choose the inside/outside line when the one to go (White Flag) is displayed. When one to go has been given, please keep all cars straight and up to the pace speed. The Leader will restart the race at any time their front tires are inside the restart box in Turn 4. Caution laps will not count on race of less than 100 laps. Races greater than 100 laps will be clarified on the entry blanks or at the drivers meeting.

Black Flag

If you receive a black flag for any reason, you must slow down and come to the pits immediately for consultation. There is NO "Three Lap Rule". Failure to honor the black flag will result in the car no longer being scored and further penalties. If the race has concluded and the driver has not responded to the black flag, the Race Director can impose penalties by removing completed laps from the driver.

Pre-Race Inspection

All cars must pass pre-race technical inspection or will not be allowed to race.

Post-Race Inspection

At the completion of the event the finishers announced in the drivers meeting must report to the tech-shed immediately for post-race inspection, failure to appear in the tech-shed will be considered a forfeiture of the event by the competitor. Other cars may be chosen to report to inspection at random at the discretion of the Competition or Race Director. Failure to submit to post-race inspection will result in the driver being disqualified and receiving no points and no purse. Failure to submit to a post race inspection a second time or on a recurring basis will result in the driver not being allowed to compete in future events and/or being fined. When cars are weighed after the race (except Late Models) no additional fluids may be added to make weight. In the event that your car loses sheet metal during the event, you will be allowed to place the sheet metal atop the car to make post-race weight. However, every effort must be made to secure or reattach displaced sheet metal to the satisfaction of GPS Officials during the event.

Pit Road Speed

Cars entering or leaving pit road must maintain a reasonable safe speed in order not to endanger other teams, track officials or spectators. Obvious violations will be penalized as explained in pre-race drivers meeting. Stop and go penalty and/or a \$100.00 fine.

Completion of the Event

For the safety of our competitors, it will be at the discretion of the Race Director to display the caution if necessary on the white flag lap. At this point the scoring line up (with exception of the cars involved in the caution) will go back to the last completed lap for a green/white/checkered finish. There will be a maximum of 3 attempts at a green/white/checkered to complete the race. No flags will follow the White Flag except the Checkered or the combination of Checkered and Yellow. In the event that the White Flag has been displayed to the leader and a caution should occur, the race is over. The officials will attempt to illuminate the yellow caution lights indicating for all competitors to maintain their position and slow to a safe speed, the event is complete, and the finishing positions will be determined by the last completed lap (with exception of the cars involved in the caution) for those that had not taken the White Flag when the caution had been displayed. The finish order is frozen and there will be NO racing back to any flag. Lap penalties will be issued for this violation at the sole discretion of the Competition or Race Director.

Fuel Rules

Competitors will be required to purchase Racing fuel from Greenville-Pickens Speedway. Late Models will be required to purchase at least ten(10) gallons of fuel, Renegade and Super Renegade divisions will be required to purchase at least five (5) gallons of fuel, and the remaining divisions required to buy (3) gallons of fuel per race event.

Track Fuel purchased during the week of the race will count towards your race night fuel purchase requirements. This is the only fuel that is approved in competition at Greenville-Pickens Speedway. If you do not purchase the required amount of fuel, it will be deducted from your purse check from that event. Any competitor caught using illegal fuel or fuel additives will be penalized.

Decisions regarding approved/unapproved fuels will be determined by color and testing by Greenville-Pickens Speedway officials. Although color is a factor, further testing will be the determining factor of whether a fuel will be deemed legal or illegal. If fuel is deemed illegal through GPS testing, fines will be imposed as indicated below:

1st offense - \$250.00

2nd offense - \$500.00 and probation for the balance of the season

3rd offense - \$1,000.00 and/or suspension from future activities at Greenville-Pickens Speedway

Greenville-Pickens Speedway will not offer any fuel testing prior to any Official Testing during each event

Tires

Tires raced at GPS must be purchased from the track. A record of tires purchased will be kept for each division. Any tire found not purchased from GPS will be deemed illegal and the driver and or team will face possible disqualification and/or fines. Tires may not be defaced, changed, or subjected to any hand or machine preparation that in the sole discretion of GPS officials be deemed to provide the competitor an advantage.

Tire softening or treatment of any kind is illegal. A gas sniffing device or a durometer, both prior to, and after any event may be used for testing as well as laboratory testing by a third party of GPS's choice. If a tire or tires are suspected by GPS of tampering the entire set of 4 tires and wheels they were mounted on will be impounded. If tests indicate tampering with a tire or tires had been performed the complete set of wheels and tires will be confiscated and destroyed. A minimum fine of \$1000, forfeiture of any race purse, monies, and points as well as suspension from future events may also be assessed for tire soaking.

SAFETY REGULATIONS

Seats

Racing seats are mandatory and must be factory manufactured aluminum and acceptable to Track Officials. Positively no homemade aluminum, plastic or fiberglass seats allowed. Seat must be properly installed with minimum **3/8"** steel bolts and steel fender washers minimum **1/8"** thick under the bolt head and between the nut and mounting surface. An added padded headrest is mandatory and must be securely mounted to the seat back and roll bars. There must also be sufficient clearance to allow proper operation of a head-and-neck restraint system.

Head and Neck Restraints

At all times during an event (practice, qualifying, and competition), drivers should connect their helmet to a Track approved head-and-neck restraint device/system. The head-and-neck restraint device/system when connected, should be configured, maintained, and used in accordance with the manufacturer's instructions.

IT IS THE RESPONSIBILITY FOR THE DRIVER, NOT TRACK OFFICIALS OR THE PROMOTER, TO INSURE THAT HIS/HER DEVICE/SYSTEM IS TRACK APPROVED, CORRECTLY INSTALLED, MAINTAINED, AND PROPERLY USED.

The following are the currently TRACK approved Head and Neck Restraint Devices/Systems.

- HANS Device Professional Series Fixed or Sliding Tethers
- HANS Device Extra/Economy Series Fixed or Sliding Tethers
- HANS Device Sport Series Fixed or Sliding Tethers
- Hutchens Device Hybrid
- Safety Solutions Hybrid Pro Rage
- Safety Solutions Hybrid Rage
- Safety Solutions R3 Rage

Seat Belts and Shoulder Harness

A quick-release belt no more than three (3) inches wide is mandatory. Both ends of the lap belt must be fastened to the roll bar cage with high quality bolts no less than 3/8 inch in diameter. Belts must be rated SFI 16.5 with SFI 16.5 label.

Shoulder harnesses are also mandatory and must be no less than two (2) inches wide and must come from behind the driver's seat. They should extend beyond the driver's shoulder at a horizontal plane or slightly down hill such that they hold the driver back and down in the seat. Where the harness crosses the roll cage, it must pass through a steel guide welded to the roll cage that will prevent the harness from sliding side to side. Shoulder harness inertia reels cannot be used.

A center (crotch) belt must be securely mounted to the lower seat frame at the bottom and to the lap seat belt on top.

Where the belts pass through the seat edges, it must have a grommet installed, be rolled and/or padded to prevent cutting of the belt. All seat belts and shoulder harnesses must connect at the lap belt with a NASCAR approved quick-release buckle.

Harness systems must have the date on the belts and may not be older than 3 years. Track officials reserve the right to not accept any belts that have no date, are frayed, or stretched. Manufacturers recommend that belts be replaced every three (3) years regardless.

Helmets

Each driver should use a track-approved helmet with a valid SA2000 or SA 2005 Standard Snell and/or a valid SFI 31.1, SFI 31.2 or SFI31.1/2005 label. NO motorcycle helmets.

Fire Control

It is recommended that each car have, within driver's reach, built-in fire extinguishing equipment. This extinguisher system should meet the SFI 17.1 specification and display a valid SFI 17.1 label. This cylinder should contain a minimum of five (5) pounds of fire extinguishing agent, visibly designated on the label as DuPont FE-36 or equivalent type agent. The fire extinguisher must be securely mounted beyond the right side or to the rear of the seat.

Any car not equipped with a built-in fire extinguisher system must have a track-approved fire extinguisher securely mounted beyond the right side of the seat within the drivers reach while the seat belts and harness are attached. Tie wraps, worm drive clamps or hose clamps are not allowed. Fire extinguisher must have a quick-release latching mechanism. All fire extinguishers must have a gauge on the bottle indicating the condition of the bottle and a manufacturer's date label certifying inspection every 2 years.

It is recommended that at all times, while the car is being refueled on a pit stop or while fuel is being transported to and from the pit area, all crew members involved should wear a fire resistant suit, gloves, shoes, and head and face shield that effectively covers the body.

It is mandatory that drivers compete in a track-approved flameproof driver's uniform with a valid SFI 3.2A/5 specification. The uniforms may either be one or

two piece. No holes will be allowed in uniforms. **Track has discretion to prohibit a driver from competition if they feel their fire suit is unsafe.**

Window Nets

An approved nylon window net must be used on the driver's side of the car. The net must be raised and securely fastened each time the car is on the track. Net should be mounted so that the forward edge of the net must be equal to or in front of the steering wheel. No mesh nets.

Steering Wheels

No aluminum or stainless steel steering wheels.

Miscellaneous

NO antifreeze allowed in any race car.

Division Rules

See posted rules for each approved division for specific information relative to the construction and parts approvals for each racing division. The GPS Competition Director reserves the right to make adjustments in configuration and weight of any non-conforming vehicle and place them in the division of his choosing to allow visiting competitors to participate in a scheduled event.

Weight Identification

All cars will have their weight (Total/RS weight-or-%) that corresponds to their selected engine, etc. combination displayed in the upper right corner of the windshield. Any car with a weight displayed that is less than the combination of components in their car are subject to disqualification and the elimination of points and monies won in the event.