



ProAutoSports/ASA Racing

National Race Program (NRP) ©

Open and Closed Wheel Racing Rulebook

ProAutoSports/ASA Racing

2320 East Baseline Rd.

Suite 148-260

Phoenix, AZ 85042

Phone: (480) 664-3872 Fax: (480) 664-3873

Website: www.proautosports.com

Email: ProAutoSports@aol.com

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The Auto Sports activities that ProAutoSports and affiliates are involved in are dangerous. All members, participants, guests and spectators must recognize the dangers and take responsibility for their own and others personal safety. All safety rules must be adhered to and any potential safety problems must be reported immediately to the Managing Director or Regional Director in charge of the activity.

Abbreviations

1. PAS means ProAutoSports™
2. GCR means General Club Regulations. ©
3. PDP means Performance Driving Program™
4. NMO means New Member Orientation™

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1.0 The Program

The Pro-ASA National Race Program season starts in January and ends in December. This program includes race weekends throughout the year with 1-4 races per weekend. The official annual schedule will show the events and points to be awarded for the weekend (regular points unless noted).

The points awarded will be a maximum of 100 points per race except for the Feature Race which will be 200 points, unless noted differently on the official schedule. If the schedule calls for double points, then races will be scored on a 200 points per race basis except for the Feature Race which will be scored at 400 points.

The Race Program is a driver championship program and all points are awarded to drivers. If a driver changes class during the first half of the season, he or she may apply to the Regional Director to take his prior class points with him or her to the new class. During the second half of the season, a driver may apply to move their points to a new class, but it will only be done if it does not adversely affect other competitors in the same class.

If more than one driver drives a car in the same race, the points earned will be split evenly between the two drivers. All of the multiple drivers for the car must declare themselves as drivers and be registered as such for the event. If a driver's car is temporarily out of service, he can run another car of the same Class or lower performance Class and continue to earn points in his original car Class.

2.0 Points System

The season points system is based on finishing position in each race, the point's multiplier (single, double or as announced prior) plus any appearance points for out of region events. Drivers must complete 50% of the laps run in a race in order to earn points for that race.

Competitors that start a race but do not complete 50% or more of the laps shall be awarded 25 points for the start.

The points per race are as follows:

- First 100 points
- Second 90 points
- Third Place 80 points
- Fourth thru Last Less 5 points per position
- Less than 50% of the Laps 25 points

The season championships will count the points earned at all events. Driver/members must run at least 50% of the season point's races for the region in order to be eligible for contingency purse or bonus awards at year end. Trophies will be awarded to members who have run over 35% of the races and finish 1-3 in their class for the year.

3.0 AMB Transponder Requirements

All race group cars must have an operating AMB Transponder on the car for all practice, qualifying and race sessions on race days. This is to make sure that the transponders are working prior to qualifying and racing. Cars without transponders will not be allowed on track race days. Friday practice days are an exception to this rule, but competitors may be asked to run them for special reasons.

If a car does not score during practice or qualifying, it will be black flagged and the driver informed so that the transponder problem can be fixed. Anyone that does not have a score

during qualifying must have an operating transponder on the car for the race and will start at the back of the grid. It is the responsibility of the driver to make sure that his transponder is installed and working.

4.0 Decal Requirements

The following decals are required for the car to take the track during race days:

- 2 ASA & 4 ProAutoSports Decals must show on the front, rear, and both sides of the car.
- Car Class Decals not less than 6" tall must be on both sides of the car.
- Car numbers must show on each side of the car in numbers not less than 10 inches tall. Competitors may choose any number they wish as we use a transponder system to identify cars, not numbers.
- Decals from other sanctions are not allowed in Spectator Events or Televised Events. Drivers may also be asked to cover or remove them at other selected events.
- Contingency and other decals may be required.

5.0 Grid Checks

Cars will be checked at Grid for decal compliance. Cars not in compliance will not be eligible for points or awards. They may not be able to enter the track during Qualifying or Race Sessions.

If a member in the same class thinks another competitor's car is out of class technical compliance, he may file a "Question of Compliance (QOC)" with the Tech Director, Regional Director or any National Director according with the rules in the GCR. It is the responsibility of the member to file the QOC if he thinks the other members car is out of compliance. The QOC will then be taken up with the driver of the car in question.

6.0 Awards Program

Medallions or trophies will be awarded for the first 3 places of each class for each Main and Feature race during each event. The feature race may have a contingency purse award as well. The drivers must claim their awards from registration before the event is over. Any unclaimed awards will be recycled.

Contingency awards will be awarded to those that run all Regional races in an event (normally Saturday & Sunday) and finish in the first 3 places in the Feature Race for their race class. There must be at least 3 cars in the class to award these contingency payments.

The Pro Cash awards for each Feature Race shall be:

- First place in class \$100.00
- Second place \$50.00
- Third place \$25.00

7.0 Safety Requirements

All vehicles must be compliant with the ProAutoSports General Club Regulations (GCR) ©. If there is a question as to the application of the rules and GCR to a specific car or class, submit that question to the Chief Technical Inspector, Regional Director or Managing Director.

8.0 Compliance to Rules

Compliance to the rules is required for all cars registered in a Race class. Non compliance will cause the car to be re-classed to a modified class, loss of points for the event or year, fines and other penalties at the discretion of the Race Director.

Questions of Compliance of another competitor will only be allowed if the competitor posing the question is registered in the same class and warrants that his car is completely legal.

It is the personal responsibility of a member competitor to Question Compliance if he believes another member's car is out of compliance. This is accomplished by notifying the Regional Director, Managing Director or the Technical Director.

The officials may require a chassis dyno of the car involved and the car of the questioner. If so, the cost will be paid by the driver whose compliance is questioned if the car is found out of compliance or the questioner if the car is found to be in compliance. This will be the same for other costs that may be incurred in the inspection.

The inspection for compliance and all findings by the ProAutoSports Officials is final.

9.0 Closed Wheel Cars and Classes

Road Racing is a contest of drivers in many different cars, competing in a realistic type of course that includes surface changes, left and right turns and sometimes inclement weather. This type of racing simulates what we all have to do daily in our street cars. A good road race driver can adapt to the normal elements of street car driving, including wind, rain and less than perfect pavement.

Cars are classed according to their weight (with driver and gear) in pounds per rear wheel horsepower, normalized to sea level values on a commercial chassis dyno. If the car has on-demand hp augmentation such as nitrous, water injection etc. the rear wheel horsepower shall be measured with the system fully on and whether they are Production based Sedan (PS cars) or purpose built race cars that simulate production cars (GT Cars). Use of non-dot tires will put your car in a GT class. There are so many types and makes of cars that this process is necessary to make it an even playing field for the drivers. There is no guarantee that any particular vehicle or driver will be competitive in its class.

Blue Group – GTO, GTR, GTU and PS0 cars

1. **GTO** – These are all GT cars with a weight to power ratio 7.00:1 and lower and Production Sedan cars running a non DOT tire in the same power to weight ratio.
2. **GTR**- These are all GT cars with a weight to power ratio between 7.01:1 and 10.00:1 and Production Sedan cars running a non DOT tire in the same power to weight ratio.
3. **GTU**- These are all GT cars with a weight to power ratio 10.01:1 and higher and Production Sedan cars running a non DOT tire in the same power to weight ratio.

4. PS0- These are all production based cars on DOT tires with a weight to power ratio 9.00:1 and lower.

White Group – PS1, PS2, PS3 and PS4

1. PS1- These are all production based cars on DOT tires with a weight to power ratio between 9.01:1 and 11.00:1.

2. PS2 - These are all production based cars on DOT tires with a weight to power ratio between 11.01:1 and 14.00:1

3. PS3 - These are all production based cars on DOT tires with a weight to power ratio between 14.01:1 and 18.00:1

4. PS4 - These are all production based cars on DOT tires with a weight to power ratio 18.01:1 and higher

GT Classes Rules – GT classes are purpose built race cars and are unrestricted in modification as long as safety is not compromised.

PS Classes rules – PS classes are modified production based cars that must adhere to the following rules. Any modification not specifically addressed or allowed in these rules, may be allowed when approved by the Chief Technical Inspector, Regional Director or Race Director. The Production Series classes are similar to touring and sedan class rules in other groups.

1. Engine and Fuel System

A. Fuel injection or Carburetion modification.

1. No alcohol allowed
2. Any fuel injection system or carburetor may be used.
3. Throttle linkage is free as long as safety is not compromised.

B. Fuel pump, filter types, pressure regulators and fuel lines are free.

1. Any location outside of the driver's compartment may be used.
2. Fuel lines must be constructed of metal if they travel through the driver's compartment.

C. Air cleaners may be changed, removed or replaced.

D. Any emission control device or system may be removed including the catalytic converter.

E. Ignition system is free, provided that the original OEM distributor is used for spark timing and distribution.

1. Internal components and distributor cap are free.
2. Spark plugs and wires are free
3. Timing is unrestricted.

F. Any automotive battery may be used as long as it is the same voltage.

1. Batteries must be securely mounted.
2. Battery terminals must be covered with an insulating material or tape.

G. Plastic timing gears may be replaced with metal ones, providing the original specifications are maintained.

- H. Exhaust is free, provided that it vents behind the driver and away from the vehicle.
 - 1. Mufflers are optional and not required at this time at all facilities where PAS events are held. However, we reserve the right to mandate sound deadening devices when required by the track or local authorities with advance notice.
 - 2. Exhaust heat shields are optional and may be removed or modified in any way as long as safety is not compromised.
- I. Engine lubrication systems and oil pans are unrestricted.
 - 1. "Accusump" type oiling systems are permitted.
 - 2. Oil lines passing through the driver's compartment must be constructed of metal or braided metal lines.
 - 3. Dry sump systems are allowed.
 - 4. Engine oil and additives are free.
 - 5. Any disconnected vapor recirculation lines must vent to an oil catch can, no less than one (1) quart size, mounted outside the driver's compartment.
- J. Engines must be stock appearing.
 - 1. Maximum bore shall not exceed .040 inch over the original bore per cylinder.
 - 2. The compression ratio is unregulated.
 - 3. Any piston and ring combination may be used. Balancing and blue printing are allowed.
 - 4. Manifold and cylinder head porting is allowed.
- K. Any clutch and pressure plate that will bolt to a stock flywheel may be used.
 - 1. Lightening of the flywheel, for balancing purposes only, is permitted.
 - 2. An external scatter shield is permitted and recommended.
- L. Any water pump or alternator is acceptable as long as it works as designed.
 - 1. Any crankshaft, alternator or water pump pulley may be used.

2. Cooling System

- A. Any radiator that can be mounted in the original mounting location may be used.
 - 1. A minimum one quart recovery can must be used.
 - 2. Glycol anti freeze type coolants are prohibited.
 - 3. Other coolant additives such as Water Wetter are permitted.
- B. Any oil cooler may be added
 - 1. All oil coolers must be mounted completely within the bodywork.
 - 2. No part of any oil cooler may be mounted in the passenger compartment.
- C. Any cooling fans may be added or removed for either the radiator or oil cooler.
- D. Thermostats are open but not required.
 - 1. Restrictors are also allowed within the thermostat housing.
- E. Any screens may be mounted in front of oil coolers, radiator, or in front of any duct openings.
- F. All air conditioner and heater components, both in the engine compartment and in the passenger compartment, may be removed.

3. Drive Train

- A. Any final drive that can be mounted in the original differential/transaxle housing may be used.
- B. Any limited slip or locked differential is permitted, as long as the original car manufacturer offered it, for that make and model.

- C. Any transmission that was offered by the manufacturer of the car for that make and model may be used, including automatics.
- D. Any transmission gears are allowable as long as there is no internal modification to accommodate those gears.
- E. Any shift linkage or lever is allowable.

4. Chassis

- A. No part of the vehicle, beyond the tires, shall contact the surface of the track.
 - 1. Any evidence of sparking shall be evidence of a violation of this rule.
- B. Any shock absorber is acceptable.
 - 1. Shock absorbers must install to the original mounting points.
 - 2. The ability for shock adjustment from the driver's compartment is not permitted.
 - 3. McPherson strut equipped cars may use any insert.
 - 4. McPherson struts, which serve as the lower spring seat, shall have the seat welded to the strut.
 - 5. McPherson strut spring height may be altered from stock.
- C. Any spring that can be mounted to the original mounting location may be used and must use the original method of attachment.
 - 1. Any spring spacer or lowering block may be used.
 - 2. Coil-over spring/shock combinations are permitted as long as they mount to the original McPherson strut, or to a shock absorber mounted to the same points as the original shock absorber.
- D. Any sway bars/anti-roll bars, traction bars, or Watts linkage may be installed or substituted. Heim joints may be used for their connection points.
- E. Slotted camber/caster adjusting plates may be used, provided they are mounted to existing chassis structure.
 - 1. Material may be removed from the top of the strut tower to facilitate the installation of an adjuster plate.
- F. Independent rear suspension equipped cars may slot and reinforce their mounting holes for purposes of camber or toe adjustment.
 - 1. Material may be removed from the top of the strut tower to facilitate the installation of an adjuster plate.
- G. Suspension bushing material is unrestricted.

5. Brakes

- A. Material specifications:
 - 1. Brake pads, linings, and fluid are unrestricted.
 - 2. Backing plates and dust shields may be removed or modified.
 - 3. Brake rotors and drums must be the same diameter as stock.
 - 4. Brake lines may be replaced with steel or Teflon lined metal braided lines. Their routing is unrestricted.
 - 5. Brake fitting, connectors and adaptors are unrestricted.
 - 6. Aftermarket calipers and hydraulic wheel cylinders may be used providing they mount in the original mounting location without modification.
 - 7. Brake proportioning/bias valves or devices may be used.
 - 8. All parking brake components may be removed.

6. Wheels

- A. Any metal wheel may be used except for "Knockoff/Quick change" type.
 - 1. Wheels/rims may be any diameter and width
 - 2. Wheel studs, bolts, nuts and spacers are free, as long as safety is not compromised.

7. Tires

- A. Any DOT approved tire is permitted.
 - 1. Racing, regrooved or recapped tires are not permitted.
 - 2. Tire size is unrestricted as long as it stays within bodywork
 - 3. Tires may be shaved or trued.
 - 4. Proper tire clearance must be maintained under all circumstances. No tire rub, no matter how slight, is permitted.
 - 5. Tire tread shall not protrude beyond the body at the top of the tire.

8. Body

- A. Original wheel openings shall remain stock appearing.
 - 1. Inner fender linings may be removed.
- B. Front spoiler/air dams are permitted.
 - 1. Proper ground clearance shall be maintained.
- C. All original bumper covers must be maintained.
- D. Any glass windshields, front or rear, may be replaced with "Lexan" type material.
 - 1. Windshield retaining clips and strips are recommended.
- E. Hood and trunk latches may be replaced with pins, or other positive latching devices.
- F. Convertible tops must be retracted or all components be completely removed.
- G. Sunroofs and T-tops must be removed or bolted securely in place. If constructed of glass, they must be replaced with sheet metal.
- H. All body molding, trim and emblems may be removed.

9. Interior

- A. All interior trim and components may be removed, including dash pad, and heater core.
 - 1. The framework of the dash pad must be maintained for structural stability.
- B. Door glass and mechanisms may be removed or replaced with "Lexan" type material, as long as minimum weight is maintained.
 - 1. If glass is maintained, the interior of the door must be covered with a secure material.
- C. If the fuel tank is exposed by removal of the rear seat, a sheet metal firewall must be installed.
- D. Steering locks shall be removed or disabled.

10. Miscellaneous

- A. Fuel cells are allowed, but must be mounted as closely to the original mounting as is reasonable.
- B. Headlights, taillights may be removed, brake lights shall be maintained and be operable. All other lights may be removed.
- C. Windshield wiper system may be removed
- D. There is no minimum weight. Weight may be checked either before going on track or after coming off track. No weight or fluids may be added before weighing after coming off track.
- E. Modifying the chassis or unibody to specifically reduce weight is specifically prohibited. This includes drilling, cutting and retrofitting with lighter weight materials.

10.0 Open Wheel Cars and Classes

Road Racing is a contest of drivers in many different cars, competing in a realistic type of course that includes surface changes, left and right turns and sometimes inclement weather. This type of racing simulates what we all have to do daily in our street cars. A good road race driver can adapt to the normal elements of street car driving, including wind, rain and less than perfect pavement.

The Yellow Race Group is based on competition of open wheel and sports race cars. There are 2 segments to the Yellow Group, Yellow Group 1 is the big bore cars and Yellow Group 2 is the small bore cars. The approved classes are:

Yellow Group 1:

1. **FA** Formula Atlantic cars that meet the homologated rules from other sanctions.
2. **FM** Formula Mazda and Star Mazda cars that meet the homologated rules from other sanctions.
3. **FC** Formula Continental and Zetec cars that meet homologated rules from other sanctions.
4. **CSR** Sports Racers that meet homologated rules from other sanctions. This includes CSR and DSR as well as others.
5. **FX** For big bore open wheel cars that do not meet the homologated rules of the original or updated car class.

Yellow Group 2:

1. **EFC** All Formula Continental cars that meet homologated rules from other sanctions and run a spec tire. This includes Vintage FC, Spec FC, Club FC and current FC cars. The spec Sumitomo HTR200 tires must be purchased from Carroll Shelby Goodyear. Front tires Sumitomo 175/50HR13 mounted on FC 6" wide front rims. Rear tires Sumitomo 215/50HR13 mounted on 8" wide rear rims.

2. **EFF** All Formula Ford cars that meet homologated rules from other sanctions and run a spec tire. This includes Vintage FF, Club FF, Spec FF and current FF cars. The spec Sumitomo HTR200 tires must be purchased from Carroll Shelby Goodyear. Front tires Sumitomo 175/50R13-72H on 5.5" wide rims. Rear tires Sumitomo 205/60R13- 87H on 5.5" wide rims.
3. **FV** All Formula Vee cars that meet homologated rules from other sanctions or approved by ASA-ProAutoSports Racing.
4. **FF** Formula Ford cars that meet the homologated rules from other sanctions.
5. **FZ** For small bore open wheel cars that do not meet the homologated rules of the original or updated car class.

UPDATES MAY BE MADE TO THESE RULES WITHOUT NOTIFICATION. THEY WILL BE IN EFFECT AFTER PUBLISHING ON THE WEB SITE. COMPETITORS WILL BE GIVEN A REASONABLE TIME TO COMPLY WITH ANY UPDATES.