

~~2021~~ 2022 Fox River Racing Club Rules

SECTION - 1

FRRC ~~2020~~ 2022 RULES

1.1 DEFINITIONS

Terms which appear throughout this Rule Book have the following meanings:

FRRC -The trade name of Fox River Racing Club, Inc.

FRRC Rules - The rules in this Rule Book, as amended from time to time.

FRRC Officers - The President, Vice President, Secretary, and Treasurer of FRRC.

FRRC Officials - Employees, or agents of FRRC.

FRRC Technical Officials - FRRC Officials responsible for determining whether a car meets applicable specifications.

FRRC Member - An individual who has been accepted by FRRC as a member, and whose membership is current, has not expired, been canceled, suspended, or terminated.

Event - A FRRC sponsored event which includes: registration; inspection; practice; qualifying; and races. FRRC events also include: meetings; awards banquet; car shows; and any activity in which FRRC is a sponsor.

Competitor - A driver, car owner, crew member, FRRC Member, or other person who participates in a FRRC event.

Major Infraction

Major infractions include: violation of cubic inch displacement, compression limit, using non approved cylinder block, crankshaft, connecting rods, valves, valve lifters, rocker arms, cylinder heads, intake manifold, carburetor spacer; carburetor (including altering of stock boosters), traction control; fuel; failure to tear down car for inspection when requested; failure to surrender to FRRC any part and/or equipment found during an inspection that does not meet FRRC specifications; harassment, verbal abuse, or assault to any FRRC Officer, FRRC Technical Official, or any persons serving under the direction of FRRC.

Minor Infraction

An infraction that is not a Major Infraction.

1.2 EFFECTIVE DATE

The FRRC Rules are effective on the date of adoption by FRRC, regardless of when published. Once adopted, the FRRC Rules are in effect until the end of the competition season.

1.3 AMENDMENTS

The FRRC Rules may only be amended by publication of a bulletin by FRRC. An amendment is effective on the date of publication by FRRC, regardless of when received by a Competitor.

1.4 APPLICABILITY

The FRRC Rules are applicable to all events sponsored by FRRC.

1.4.1 Promoters Of Wisconsin Auto Racing (POWAR)

The FRRC and WIR are members of POWAR and suspensions and actions unilaterally apply to all POWAR tracks and events

1.5 INTERPRETATION and APPLICATION

FRRC Rules are intended to ensure that FRRC sponsored Events are conducted in a manner that is as fair as possible for all Competitors.

If there is a dispute regarding the interpretation or application of FRRC Rules, the decision by

FRRC Technical Officials, at the Event, is final. If a competitor believes a rule has been improperly applied, they can notify the FRRC Board of Directors (BOD) in writing stating the infraction in question and the reason for concern. The BOD will respond within 1 week of receipt of the concern. There will be a \$100 fee charged for an appeal that will be refunded if the appeal is granted.

1.6 FINALITY of INTERPRETATION and APPLICATION

The interpretation and application of the FRRC Rules by the FRRC Officials at the track are final. ALL FRRC MEMBERS AND COMPETITORS EXPRESSLY AGREE THAT DETERMINATIONS BY FRRC OFFICIALS AS TO THE INTERPRETATION AND APPLICATION OF THE FRRC RULES ARE NON-LITIGABLE, AND THAT THEY WILL NOT INITIATE OR MAINTAIN ANY KIND OF LITIGATION AGAINST FRRC OR ANYONE ACTING ON BEHALF OF FRRC, TO REVERSE OR MODIFY DETERMINATIONS, OR TO RECOVER DAMAGES, OR TO SEEK ANY OTHER KIND OF RELIEF. A FRRC MEMBER OR COMPETITOR WHO INITIATES OR MAINTAINS LITIGATION AGREES TO REIMBURSE FRRC FOR ALL COSTS OF LITIGATION, INCLUDING ATTORNEY'S FEES.

1.7 COMPETITOR REQUIREMENTS

1.7.1 Eligibility

Any individual is entitled to participate in a FRRC Event provided that the individual has signed all required forms, waivers, & releases, and paid the required fee(s). Any individual participating as a Competitor agrees to abide by FRRC Rules as described herein.

A Competitor who is not a FRRC Member is not eligible for any end of season point fund or awards.

A Competitor who is a FRRC Member must participate in at least 65 percent of the scheduled Events to be eligible for any end of season point fund or awards.

To enter the pit area of a FRRC Event, a Competitor must be at least 13 years of age.

Competitors between the ages of 13 through 17 must have an insurance waiver signed by BOTH parent or legal guardian.

To compete in a FRRC Event, a Competitor must be at least 13 years of age and turn 14 years old during the race season. Competitors between the ages of 13 through 17 must have a notarized insurance waiver signed by a parent or legal guardian.

A 13 or 14 year old competitor may be allowed to compete ONLY in the Sizzlin' 4 or Super Stock Division if they can provide documented proof of a minimum of 3 years of consistent competitive racing experience. A formally submitted request will need to be submitted to the club officers for review, including the documented past race experience. After reviewing this formal request, the final decision will be made by the club officers.

A 15 year old competitor may be allowed to compete on the ½ mile if they turn 16 years old during the race season and they can provide documented proof of a minimum of 3 years of consistent competitive racing experience. A formally submitted request will need to be submitted to the club officers for review, including the documented past race experience. After reviewing this formal request, the final decision will be made by the club officers.

1.7.2 Independent Contractor Status

All Competitors are considered independent contractors. A FRRC Officer or Official who participates in an Event is considered a Competitor while on the race track. The Competitor is responsible for compensation of, and for all actions of, their employees or representatives. The Competitor is responsible for reporting and paying all fees, expenses, or taxes, if any, on any funds received as a result of activities as a Competitor. All trackside help are considered Independent Contractors.

1.8 SAFETY

Racing is an inherently dangerous sport. Each Competitor assumes the risk of injury or death when he/she participates in an Event. Competitors are solely, and directly, responsible for the safety of their race cars and racing equipment. FRRC IS NOT RESPONSIBLE FOR THE ADEQUACY OF A COMPETITORS RACE CAR OR RACING EQUIPMENT. NO EXPRESS, OR IMPLIED, WARRANTY SHALL RESULT FROM THE PUBLICATION OF, OR COMPLIANCE, WITH THESE RULES. These rules govern the conduct of an Event, and, by participating, Competitors are deemed to be in compliance with these rules.

SECTION - 2

2014 TRACK PROCEDURES

2.1 GENERAL

2.1.1 Race Decisions

All decisions by FRRC Officials involving track procedures are final, and non-appealable. The FRRC officers have the right to experiment with new procedures to better the show, provided it is communicated to the teams first.

2.1.2 Rain Outs

FRRC Officers will consult with the track owner to determine if the Event will be postponed.

In the event of a rain out prior to the opening of the pit gate, information can be obtained by calling the race track. The track phone number is 1 (920) 766-5577.

In the event of a rain out after the pit gates are open, all heat races and dashes, on both tracks, must be completed in order to receive points and purse. Completed races will receive full points and purse. Uncompleted races will receive total points for the race and one half of the purse for the race, divided equally among the race cars. Cars that would have transferred into the feature by means of their finishing position in the Semi-Feature, will be paid for the Semi-Feature if the Feature is rained out before the cars take the one to go signal to start the race.

2.1.3 Weigh In

Any race car under the allowable weight is subject to disciplinary action. Penalties will be imposed in accordance with Section 4 – Penalties. If a car does not meet minimum/maximum weight requirements on their first attempt to scale they will receive only one additional attempt to re-scale the car before they are determined to be in violation of the rules.

Random weight checks may be conducted at any time. Weights will be determined by the track scale, which is considered official. Crew members may NOT jack car prior to scaling and tech inspection. DQ and fine will result.

All heat race and dash winners must weigh their car after the race. The top five finishers in the Late Model, Super Late Model, Super Stock and Sizzlin 4 semi feature and feature race must weigh their cars immediately after the race, plus any other designated cars.

2.1.4 Order of Events

As posted nightly at the Pit Office and at the Scale.

2.1.5 Qualifying

Wisconsin Sport Trucks, 4 cylinders and Super Stocks will receive two qualifying lap. If a driver receives the green or white flags during qualifying, the lap will be considered complete. A driver may not wave off or disallow qualifying time. In the event of duplicate official laps, the car having the duplicate qualifying time first will receive the highest qualifying position. Late Model, and Super Late Model qualifying order will be determined by prior year's SLM points champions car number and will be incremented by 10 each week. If a car number is required to go first 2 nights in a row, that car has the option of going later in the sequence. Drivers will present their car for qualifying in car number sequence and will be allowed two consecutive laps. Cars breaking the qualifying line or the pre-tech line before qualifying will only receive one lap. A break in the qualifying line is constituted by not having a car in the staging box when the car timing receives the white flag, or failure to present a car within two minutes of the initial qualifying start time.

Late Models and Super Late Models will receive two consecutive qualifying laps. If a driver receives the green or white flags during qualifying, the lap(s) will be considered complete. A driver may not wave off or disallow qualifying times. The fastest lap will be the official lap. In the event of a duplicate official lap, the car having the fastest average time of the night will be used to break the tie. If BOTH LAPS are identical, the car having the duplicate qualifying time first will receive the highest qualifying position.

A driver that spins out on both laps, or has mechanical problems, will be positioned into all races and must start all races in the last row. Past average qualifying time is not eligible for qualifying points and may not be used to earn a position in the fast dash or feature race. If the timing system fails, or weather eliminates qualifying, current point standings will be used for drivers who have competed in 65% of the current year's FRRC Events. If this occurs prior to the Red race, the previous years final point standings will be used. Drivers will not receive qualifying points and prize money. Drivers who have not competed in 65% of the current year's FRRC Events will start in the last row of the heat races and semi feature or feature race at the FRRC Officer's discretion.

Late arrivals will receive one qualifying lap. No qualifying or late timing at intermission.

2.1.6 Race Line Up

2.1.6.1 Heat Races & Dashes

Wisconsin Sports Truck, Super Stocks, Late Model and Super Late Model heat races and dashes will be lined up according to qualifying times, with the field inverted. The top two finishers in the Wisconsin Sport Truck qualifying heat will be given the option to transfer to the feature and start in the last row.

2.1.6.2 Semi Feature & Feature Races

Wisconsin Sports Truck's semi feature will be lined up according to qualifying times, with the field totally inverted.

Late Model, Super Late Model and Super Stock semi features will be lined up according to qualifying times (No Invert). The top four finishers in the Super Late Model, Late Model, super Stock and Sizzlin 4 semi features will be given the option to transfer to the feature and start in the last two rows.

Wisconsin Sports Truck, Late Model and Super Late Model feature will be lined up according

to qualifying times, with the field partially inverted. The fast qualifier for Late Model and Super Late Model feature will roll the die to determine starting position for the feature race.

Eight will be added to the number rolled to determine the number of cars inverted. The feature winner from the previous week will start in front of the transfer cars in the Late Model and Super Late Model feature. If a car(s) in the Late Model and Super Late Model feature is (are) not within 0.750 seconds of the fast qualifier, the car(s) will be placed behind the fast qualifier straight up, according to qualifying time.

Super Stock feature race will be lined up according to qualifying times, with the field partially inverted. The Feature winner from the previous week will roll the die to determine the number of cars inverted for the feature race. Eight will be added to the number rolled to determine the number of cars inverted. Inverted cars will start the feature race ahead of the feature winner from the previous week. The feature winner from the previous week will start behind the fast qualifier in the feature. If a car(s) in the Super Stock feature is (are) not within 1.000 seconds of the fast qualifier, the car(s) will be placed behind the fast qualifier straight up, according to qualifying time.

For the Red/White/Blue (RWB) events, the Red race feature winner will start in front of the non-inverted cars for the White race and White race feature winner will start in front of the non-inverted card of Blue race feature

Figure 8 race(s) will be lined up according to FRRC point standings, with the field totally inverted. The winner from the previous week will start in the last row, ahead of drivers without FRRC points. Figure 8 drivers signing in after 6:30 PM must start in the last row.

2.1.7 Race Start

All cars must be lined up in the proper position, when the pace lap starts. Cars entering the race field after the pace vehicle begins to move, must start the race at the rear in the order they join the field. If the yellow flag occurs before the completion of one lap, the cars will be lined up in their original starting order except those cars involved in the incident, which must restart the race at the rear. Lead cars are to be side by side at the restart line and get 2 chances to start the race or both cars will be moved back 2 rows

2.1.7.1 RACE RE-STARTS

All feature and semi-feature races on the 1/2 mile will be restarted double file until 5 to go in the race, the last 5 laps of the race will restart single file regardless of previous double file counts. Regular nights will have a maximum of 2 double file restarts and RWB events will have a maximum of 3 double file restarts. After maximum is met, the remainder of the race will be single file restarts regardless of lap count. Heat races on the 1/2 mile will be started single file. All restarts on the 1/4 mile track for Wisconsin Sport Trucks, Super Stocks, and Sizzlin 4s will be double file.

All restarts for Figure eight will be single file if there are eight cars or less and double file if there are nine cars or more.

2.1.7.2 PICK-A-LANE

When the caution flag comes out, cars will get in single file, based on FRRC scoring. After this has been completed, a cone will be placed in the middle of the track. Each driver must choose

the inside or the outside lane prior to passing this cone and remain there until the race resumes under green flag conditions. If a driver changes lanes after the cone, but before the race starts, they will be instructed by our spotters tower to go to the rear of the field. If they do not comply, they will be black flagged. If a complete lap is not finished prior to another caution, the scorers will go back to the original lineup prior to the last pick-a-lane procedure, as no car had advanced a spot fully under green flag conditions and not rightfully secured any new starting position.

2.1.7.3 CARS INVOLVED IN CAUTION

If a car is deemed to be involved in the reason for the caution, they will go to the rear of the field per our scoring tower. When the pick-a-lane procedure is implemented prior to the restart, these car(s) will start at the end of the longest line on the restart. Failure to restart at the rear of the race in the longest line after being deemed involved in the reason for the caution, will result in being scored at a lower finishing position at the end of the race and/or black flagged if several positions are involved. A gentlemen's rule will be in effect, allowing a driver to take complete fault. This may be revoked at any time without notice.

2.1.8 Race Length

All heat races are subject to a time and caution limit. If the race is not completed within the allotted time or caution limit, the car leading will be declared the winner. The laps, and time limits and caution limits for division races is as follows:

Super Late Model and Late Models Car & Lap Counts:

16 cars qualify for feature by time

6 car dash-6 laps

Equal heats-8 laps (if 10 or more cars=10 laps)

Feature will consist of 16 plus 4 transfers from the semi.

Super Late Models : For Red, White and Blue race Features, the TOP 2 drivers in year to date weekly FRRC point standings that do not qualify into the feature as of the previous week may take two provisional spots and start in the 21st and 22nd starting positions. If these drivers want to forfeit these positions, they may compete in the semi feature to improve their starting position (16th-20th) but, if this is done, the next highest in FRRC points can take the surrendered provisional spot and start 21st or 22nd.

Division Laps Time Limit Transfers

Wisconsin Sports Truck

Qualifying Race 8 laps- 8 min. or 2 cautions (top two finishers option to transfer to feature)

Semi feature 10 laps

Feature 20 laps

Late Model

Heat races 8 laps 8 min. or 2 cautions

Dash 6 laps 6 min. or 2 cautions

Semi feature 12 laps top four finishers option to transfer to feature

Feature 20 laps

Super Late Model

Heat races 8 laps 8 min. or 2 cautions

Dash 6 laps 6 min. or 2 cautions

Semi feature 15 laps top four finishers option to transfer to feature

Feature 35 laps

Super Stock

Heat races 8 laps - 8 min. or 2 cautions

Semi feature 12 laps

Feature 20 laps

Figure 8

Feature 13 laps – Must have minimum of 8 cars to race

All semi-feature and feature races may be subject to a time limit. If the race cannot be completed due to unforeseen circumstances, the car leading will be declared the winner. Semi-Feature laps may be adjusted according to car count. Any single driver causing two (2) yellow flags in one race, or spinning out, unassisted, two (2) times in one race will receive the black flag.

If slowing down and preparing to exit the track:

1/4 mile track – move to the outside lane and exit onto the 1/2 mile track.

1/2 mile track – move to the inside lane and exit on the back straightaway.

2.1.9 Car Repair and speeding in the pits

All ½ mile car repairs must be performed in the pit area. Repair of cars on the track, or pit lane, will result in disqualification. ¼ mile cars may be repaired in pits or on the ½ mile track near the entrance to the ¼ mile. When entering the pits, cars must slow to a reasonable speed. Failure to slow to a "reasonable speed" may result in disqualification. The determination of reasonable speed is a judgment call by FRRC Officials, which is final.

2.1.10 Testing

No in-race car testing without the permission of FRRC officers. The test driver must exit the track when the "one lap to go" signal is given. Failure to follow testing provision will result in the driver starting the next race in the last row. ~~Only one test allowed per season per driver. No testing is allowed the day of racing unless it is an extreme situation and has prior approval from the FRRC Officers and the Divisional Rep.~~ **2 x total testing sessions allowed per team on Thursdays from 10:30am-1pm (However, only 1 of those 2 can be on a Red, White and Blue night each season)**

2.1.11 Flags

FRRC Officials will use flags and/or light signals to provide information to the drivers.

2.1.11.1 Green Flag

The green flag indicates the start of the race or the restart of the race after a caution period. All race starts will be double file. At the start of the race, cars must maintain their assigned starting position until they have crossed the start/finish line. The car on the inside of the front row controls the start of the race. Any cars passing prior to the start/finish line are subject to disciplinary action.

On restarts, the race resumes when the green flag is displayed. The car leading the race controls the restart. Any cars passing prior to the green flag display are subject to disciplinary action.

At the start of a race, or on restarts, the lead car must maintain a uniform speed and may not

unnecessarily speed up or slow down so as to cause the field to expand and contract (brake checking). Failure of the lead car to maintain a uniform speed until the green flag is displayed will result in the lead car being placed at the rear of the field. The determination of whether the lead car is maintaining a uniform speed is the decision of the flagman, which is final.

2.1.11.2 White Flag

The white flag indicates that there is one lap remaining.

2.1.11.3 Checkered Flag

The checkered flag indicates that the race is complete. All cars receiving this flag must slow to a reasonable speed and, with the exception of the winner, return to the pit area. Failure to slow to a "reasonable speed" may result in disqualification. The determination of reasonable speed is a judgment call by FRRC Officials, which is final.

Race winners will report to the "X" on the figure 8 track or start/finish line on the 1/2 mile track for post-race ceremonies.

Finishing positions will be determined by the number of laps completed, whether the car is running, or not.

2.1.11.4 Yellow Flag

The yellow flag indicates caution on the track. All cars receiving this flag must slow, hold their position, and form a single line behind the lead car. Absolutely no racing back to the yellow flag. The penalty for racing back to the yellow flag, as determined by the scorer, is restarting the race at the rear. If a pace vehicle is used, the leader must line up behind it. Cars will be lined up as they were scored on the last completed lap. Lapped cars must maintain their track position. Any cars entering the pits during the caution period must restart the race at the rear, in the order they return to the track.

If the yellow flag occurs before the completion of one lap, the cars will be lined up in their original starting order except those cars involved in the incident, which must restart the race at the rear.

No car may pass the pace vehicle unless directed by a FRRC Official. Any car illegally passing the pace vehicle is subject to the black flag. Prior to restarting the race, the flag man will signal one lap to go. No scuffing of tires is allowed after the one lap to go signal. Scuffing of tires after the one lap to go signal is subject to disciplinary action.

Any car spinning out as a result of contact will go to the rear of the field.

2.1.11.5 Red Flag

The red flag indicates that the race must stop immediately, regardless of the position of the cars on the track. If possible, cars should be brought to the start/finish line and remain on the track. Any cars entering the pits during a red flag must restart the race at the rear, in the order they return to the track.

If the red flag occurs before the completion of one lap, the cars will be lined up in their original starting order except those cars involved in the incident, which must restart the race at the rear.

If the red flag occurs after one complete lap, the cars will be lined up in single file according to the last completed lap, then given a chance to pick a lane. Lapped cars must maintain their track position.

Prior to restarting the race, the flag man will signal one lap to go. No scuffing of tires is allowed after the one lap to go signal. Scuffing of tires after the one lap to go signal is subject to

disciplinary action.

2.1.11.6 Blue Flag with Diagonal Yellow Stripe (Move Over)

The blue flag with the diagonal yellow stripe indicates that faster traffic is approaching. Cars receiving this flag must prepare to yield to faster traffic. Failure to obey a “move over” flag is subject to disciplinary action. Cars on the ¼ mile should move to the outside of the track. Cars on the 1/2 mile should move to the inside of the track.

2.1.11.7 Green Flag with Two White Stripes (Pick a Lane)

The green flag with two white stripes indicates that a driver is intentionally blocking the car behind. Car(s) receiving this flag must choose either the inside or outside lane. Failure to obey a “pick a lane” flag is subject to disciplinary action.

2.1.11.8 Black Flag

The black flag means go to the pit lane immediately. The driver receiving the black flag will also be notified by a sign board, at the flag stand, with the car number displayed. Failure to obey a black flag is subject to disciplinary action.

2.1.12 Car Disqualification

If a car is disqualified in a race, every car below the disqualified car will move up in position, points, and purse. Adjustments will be made the following week as “contingency” money.

2.1.13 Car and Driver Changes

Race cars may compete in only one division per night. Drivers may compete in any or all divisions as long as the driver has paid an entry fee for each division and a separate car is raced in each division. **A single Super Stock car or Figure Eight car can compete in BOTH divisions for the Red, White and Blue races and any other designated Special Event nights, if they meet the rules of both divisions. This includes the appearance rule.**

The driver must qualify and race the same car. If the primary car becomes disabled before or during qualifying, the primary car must be withdrawn before the driver can switch to a second car. The driver must re-qualify in the second car and start all remaining races in the last row. If the primary car becomes disabled during a heat race, the car must be repaired or scratched from the semi feature or feature. Switching to a second car is not permitted after qualifying is completed.

2.1.14 Conduct

One individual must be designated as the sole spokesman for the driver, pit crew, and car owner in any and all matters pertaining to an Event. This individual assumes responsibility for the actions of the driver, pit crew, and owner. Harassment or abuse of FRRC Officials will not be tolerated and is subject to disciplinary action. Penalties will be imposed in accordance with SECTION 4 - PENALTIES.

2.1.15 Injuries

All injuries must be reported to a FRRC Official prior to leaving the race premises. Track insurance will not cover any unreported injuries.

2.2 POINTS and PRIZE MONEY

Points for any FRRC Event are awarded to the driver, regardless of the car he/she is driving, Prize money for any FRRC Event and point fund money are paid to the car owner.

2.3 1/2 MILE TRACK PROCEDURES

No 3 wide racing is allowed on the ½ mile, unless it happens to avoid an off pace car. If a 3 wide pass happens the person deemed at fault will be docked 2 positions at the next caution or end of the

race. If a 3 wide pass causes a wreck the person deemed responsible will be blacked flagged and receive last place points and pay for the race it happened in. The flag man will make the determination on all 3 wide decisions.

2.4 FIGURE 8 TRACK PROCEDURES

2.4.1 Flat Tire or Open Hood

Any car, during a race, with a flat tire or open hood is automatically disqualified and must leave the track immediately. The black flag will be displayed to the driver and scoring of the car will stop.

2.4.2 "X"

At the "X", all cars must yield to the car coming from the right. Drivers striking another drivers door are subject to disciplinary action.

2.5 TEAM DRIVING

2.5.1 Team driving will be allowed in all divisions. **Teams will be limited to two drivers with a primary driver designated.** The team and designation of primary driver must be delivered to the FRRRC secretary the night of the first FRRRC event. **The team will earn points to align with the transponder on the primary car. If the primary car is disabled, the transponder can be mounted on a substitute team driven car.**

SECTION - 3

INSPECTIONS

3.1 TIME and MANNER

All cars are subject to inspection by FRRRC, at any time and in any manner, as determined by FRRRC Technical Officials. All decisions by FRRRC Technical Officials regarding the timing and manner of inspection, as well as which cars will be inspected, are final. FRRRC is responsible solely for the cost of standard gaskets and seals.

Any car using an aluminum head concept engine may be required, at any time, to remove the cylinder heads for inspection by the manufacturer. At the end of the FRRRC racing season, the top three (or more) cars using aluminum head concept engines may be required to remove their cylinder heads for inspection by the manufacturer. All monies for Event and point fund will be withheld until the cylinder heads pass inspection and are returned by the manufacturer.

3.2 INSPECTION AREA

Only those persons authorized by FRRRC Technical Officials are permitted in the inspection area.

3.3 CAR ELIGIBILITY

FRRRC Technical Officials will determine whether a car meets the applicable specifications as set forth in the Rule Book, as amended from time to time. Only cars meeting the applicable specifications are eligible to compete in FRRRC events. FRRRC equipment, gauges, scales, and measuring devices will be used to determine whether a car meets the applicable specifications. Any car black flagged for mechanical reasons or involved in an accident requiring assistance off the track by the safety crew, must pass inspection before returning to the race track.

3.4 COMPETITOR OBLIGATIONS

A Competitor must take whatever steps are required by a FRRRC Technical Official to accommodate inspection of the car.

3.5 INSPECTIONS PRIOR to the RACE

If a FRRC Technical Official determines that a car does not meet the applicable specifications, the car will not be allowed to compete unless the deficiency is corrected. However, the car may be allowed to compete in the event if, in the determination of the FRRC Technical Official, the deficiency (a) is not safety related, (b) will not adversely affect the orderly conduct of the event, (c) cannot be corrected prior to the start of the event and, (d) will not provide the Competitor with a noticeable advantage over the competition, and (e) is insignificant. The car will not be allowed to compete in future events until the deficiency is corrected.

A car that fails post qualifying inspection will be disqualified from the heat race or fast dash and must start the semi feature race in the last row. The qualifying time will be disallowed for future average time consideration. Penalties will be imposed in accordance with SECTION 4 – PENALTIES.

3.6 INSPECTIONS AFTER the RACE

If a FRRC Technical Official determines after the race that a car does not meet the applicable specifications, FRRC may impose a penalty. Penalties will be imposed in accordance with SECTION 4 - PENALTIES.

Any car may be impounded, after post race inspection, for additional inspection. The time and location of inspection will be determined by FRRC Officers and Technical Officials.

3.7 PROTESTS

If a Competitor believes that a car does not comply with FRRC Rules, the Competitor may protest the alleged violation. Protests must be made, by the Competitor, to a FRRC Officer within five minutes after the completion of the division Feature race.

Protests must be accompanied by a cash fee as specified in Section 3.7.2.

A car that has been protested may be impounded for additional inspection. The time and location of inspection will be determined by FRRC Officers and Technical Officials.

3.7.1 Protest Procedure

After receiving the protest, and protest fee, the FRRC Technical Official will conduct an inspection, as necessary, to determine if the car complies with FRRC Rules.

The party losing the protest shall pay all inspection costs incurred by FRRC in connection with the protest. FRRC inspection costs make up 25 percent of the protest fee, and will not exceed \$250.00

If the car is found to be in violation of FRRC Rules, the protest fee will be returned to the protesting competitor. The protested competitor will be responsible for inspection costs incurred by FRRC Technical Officials, plus any imposed penalties.

If the car is found in compliance with FRRC Rules, the protest fee will go to the protested competitor, minus any inspection costs incurred by FRRC.

The decision of the FRRC Technical Official regarding any protest is final, non-appealable, and non-litigable.

3.7.2 Protest Fees

P&G and compression test any 4 cylinders, inspect rocker arms and push rods: Super Late Model and Late Model, \$200.00.

Remove intake manifold and inspect camshaft: Limited Late Model, \$150.00

Inspect crankshaft and connecting rod thru inspection plug: Super Late Model and Late Model, \$200.00. Remove one (1) cylinder head and inspect ports and valve size, "cc"

combustion chambers and intake runners, check bore and stroke, inspect camshaft, and measure lifter size: Super Late Model, and Late Model (excluding Sealed Crate Engines) \$500.00

Remove engine from car, remove oil pan, remove and weigh crankshaft, and check connecting rods: Super Late Model, and Limited Late Model \$2,000.

3.8 EQUIPMENT or PARTS FAILING INSPECTION

FRRC has the right to confiscate any parts and/or equipment that do not meet FRRC specifications.

3.9 CLAIMS

Claims listed here will be for the Super Late Model and Late Model Divisions. See Super Stock Division for Super Stock claim rule, ~~Sizzlin 4's Division for Sizzlin 4's claim rule~~, and Figure 8 Division for Figure 8 Claim rule. Claims must be made, by the Competitor, to a FRRC Officer within 5 minutes after the completion of the division semi feature or feature race (see appropriate division for equipment and claim fees). Claimee must have competed in semi feature or feature race, and finished within 3 positions of claimant.

Cash or cashier's check must be given to a FRRC Officer and include an additional 20% fee which will go to FRRC point fund for the division in which the claim occurred. If the claimee refuses to sell the claimed equipment, he/she loses all points and money up to and including that race (this includes car and driver).

SECTION – 4 PENALTIES

4.1 GENERAL PROCEDURE

If a FRRC Technical Official observes, or is made aware of, a violation of the FRRC Rules, by a Competitor, FRRC can impose an appropriate penalty.

4.2 EMERGENCY ACTION

If an act by a Competitor is determined by FRRC Officers, FRRC Technical Officials, to threaten the orderly conduct of an Event, the FRRC Officers can take emergency action against the Competitor. Such action may include: ejection from the racing premises; suspension from competition; or any other action to remove the threat created by the Competitor. Examples of conduct warranting emergency action include, but are not limited to: consumption of alcoholic beverages in pit area before or during an event; use of illegal drugs before or during an event; harassment, verbal abuse, or assault of any FRRC Officer, FRRC Technical Official, or Competitor; fighting; reckless driving; and failure to obey a black flag or directions of an Official. The emergency action will remain in effect for the period of time determined by the Officials, except for an ejection, which is final and non-appealable.

If a driver or crew member approaches a car or driver he is not associated with on the racing surface, it will result in a one calendar year suspension for that individual and the rest of the race team's consequences will be determined by the officer's.

4.3 PAYMENT of FINES

Fines must be paid to FRRC and will be deposited in the current year point fund. Failure to pay fines may result in suspension from competition. All unpaid fines may be collected, by FRRC, by deducting the amount from the purse or point fund. If the Competitor is not a

driver, the fine may be deducted from the purse or point fund of the driver with whom the competitor is associated at the time of the violation. Any unpaid fines remaining at the end of the racing season will be carried over to the next racing season and be deducted from the purse or point fund until all monies are collected.

4.4 SCOPE of PENALTIES

Penalties for violation of FRRRC Rules are determined by the severity of the violation. Penalties include, but are not limited to: fines; loss of points; loss of purse; disqualification; suspension of driving privileges and/or membership; termination of membership. FRRRC will use the following guidelines for determining penalties. A greater or lesser penalty may be imposed depending on the circumstances.

4.4.1 General

Any Competitor or Member who performs an act or participates in an act deemed by FRRRC as detrimental to auto racing or FRRRC: a fine determined by FRRRC Officers, and/or suspension, and/or loss of points and money for Event, and/or loss of accumulated points for current year. A FRRRC Member may also have their membership terminated. Any Competitor who signs the release sheet for any one else: ejection.

Any Competitor who harasses, verbally abuses, or assaults any FRRRC Officer, Technical Official, FRRRC Member, or persons serving under FRRRC direction: ejection; a fine determined by FRRRC Officers, and/or suspension, and/or loss of points and money for Event, and/or loss of accumulated points for current year.

Any Competitor who participates in fights on the racing premises: ejection; a fine determined by FRRRC Officers, and/or suspension, and/or loss of points and money for Event, and/or loss of accumulated points for current year.

Any Competitor who, while participating in a FRRRC Event, consumes any alcoholic beverages and/or illegal drugs in pit area, or is under the influence of alcohol and/or illegal drugs: a fine determined by FRRRC Officers, ejection & disqualification.

Any Competitor who stops on the track to argue with a FRRRC Official or FRRRC Officer: a fine determined by FRRRC Officers, and/or suspension, and/or loss of points and money for Event, and/or loss of accumulated points for current year.

Any driver not wearing a full driver's suit and/or gloves during an event: "disciplinary" black flag, a fine of \$25.00; or both.

Any Competitor suspended by FRRRC is also subject to additional suspension by W.I.R. upon consultation by the FRRRC Officers with the W.I.R. promoter. FRRRC and WIR are members of the Promoters Of Wisconsin Auto Racing (POWAR) and suspensions apply to all POWAR member tracks.

4.4.2 Inspection and Claim Procedures

Any Competitor who fails to tear down a car for inspection when requested to by a FRRRC Technical Official: a fine determined by FRRRC Officers; suspension; and/or disqualification **or your car may be impounded for further inspection.**

Any Competitor who fails to sell claimed equipment: a fine of \$200.00, loss of points and money for Event and accumulated points for current year.

4.4.3 Race Procedures

Any car after qualifying or after a race that is 1 or more pounds under minimum weight: loss of points and money for qualifying or race. A car will be allowed to be repositioned on the

scale a maximum of three times to make minimum weight.

Any car after qualifying or after a race that has less than the minimum required right side weight percent: loss of points and money for qualifying or race. A car will be allowed to be repositioned on the scale a maximum of three times to make minimum weight.

Any driver failing to obey the "pick a lane" flag: stop and go penalty.

Any driver receiving a "disciplinary" black flag: stop and go penalty; and/or loss of points and money for race.

Any driver scuffing tires after one lap to go signal: loss of one position at next caution flag. If no caution occurs, the driver will be penalized one position at the end of the race.

Any Figure 8 driver, negligently, striking another drivers door: three week suspension.

4.4.4 Bodies, Parts, and Equipment

Any Competitor who fails to surrender to FRRC any part and/or equipment found during an inspection that does not meet FRRC specifications: loss of points and money for Event; and/or accumulated points for current year; and suspension.

Any part and/or equipment found during an inspection that does not meet FRRC specifications: confiscation of non- approved parts; loss of points and money for Event and/or accumulated points for current year.

Any engine that exceeds the maximum allowable cubic inch displacement, compression limit, or that is using non- approved cylinder block, crankshaft, connecting rods, valves, valve lifters, rocker arms, rev-kits, cylinder heads, intake manifold, carburetor spacer; carburetor (including altering of stock boosters): confiscation of non-approved parts; and/or suspension; and/or disqualification.

Any aluminum head concept engine modifications, changes, or deviations to any part of the block, crankshaft, camshaft, lifters, cylinder heads, intake manifold, or any bolt-on parts, without prior approval: confiscation of non- approved parts, loss of points and money for Event, loss of accumulated points for current year, and 4 week suspension at all tracks using aluminum head concept engine.

Any car with a decibel reading of 95 or more: first offense, a loss of 5 points; second offense, a loss of 10 points; third offense, a loss of 15 points; etc.

4.4.5 Fuel

Use of a fuel that does not meet FRRC specifications: loss of points and money for Event and/or accumulated points for current year. Failure to cooperate with FRRC Officials in obtaining a fuel sample during an event will subject the car to disqualification.

4.4.6 Tires

Any use of one or more tires during qualifying, or race, that are not FRRC approved, are buffed, or treated, or are not in FRRC approved positions: loss of points and money for Event and/or accumulated points for current year. **Tires may not be removed from impound until an FRRC Club official approved their release from impound.**