

PRO CHALLENGE / PASCAR 2009 RULEBOOK

(Changes from 2008 highlighted)

• RULES EFFECTIVE MARCH 7, 2009

Preface to the Rules (Please read carefully)

The rules and /or regulations set forth herein this rulebook are designed to provide for orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the conditions of all Pro Challenge Racing / Professional Association for Scale Car Auto Racing (PASCAR) events. It is ultimately the obligation and responsibility of each participant to insure that their conduct and equipment comply with all applicable Pro Challenge/PASCAR rules, as may be amended subject to Pro Challenge/PASCAR officials and/or on the bulletin page on the Pro Challenge website (prochallengeseries.com). *No express or implied warranty of safety shall result from publication of, or compliance with these rules and regulations. The rules and regulations are intended as a guide for the conduct of the sport and are in no way a guarantee by the Pro Challenge Series, PASCAR or any other person or entity against injury or death to participants, spectators, or others.* If a driver should be seriously or fatally injured, Pro Challenge Race Cars LLC, reserves the right to impound the car for review and evaluation.

No pretense is made of having designed a full proof set of rules and regulations. The spirit and intent of the rules contained in this rulebook are only meant to be the Standards by which the Pro Challenge Series and PASCAR will be guided. Event Officials are authorized to decide if an equipment change is an attempt to beat the rules. Officials can and will disqualify an entry in violation of the spirit and/or intent of these rules.

When disagreements or disputes arise regarding the meaning or application of the Pro Challenge/PASCAR rules, the interpretation and application by the officials at the track shall prevail. Appeals can be considered by the PASCAR appeals committee as provided for in this rulebook under the APPEALS section. Pro Challenge/PASCAR Officials or a track representative shall have the right to initiate action correcting a hazardous condition or a condition not in compliance with the spirit and intent of these rules.

ANY questions about the legality of a change must be answered by a Pro Challenge/PASCAR official in writing. The cars and engines are designed to remain in the original form in which they were purchased "OEM" from Pro Challenge Race Cars. Pro Challenge reserves the right to impound any car or equipment for further evaluation at its' sole discretion. Failure by any competitor or team to comply with this impound procedure will be disqualified for the event, which includes a forfeit of its' finishing position, any points or position money, and will be required to pass a Factory Technical Inspection at their expense before being allowed to compete in any future Pro Challenge/PASCAR events.

Any and all illegal parts will be confiscated and become the property of Pro Challenge. Also, if an infraction occurs during an inspection or impound, any costs to fix, repair, return, etc. will be the responsibility of the Owner/Driver.

There will be NO EXCEPTIONS.

PASCAR (Professional Association For Scale Car Auto Racing)
Official Sanctioning Body of the Pro Challenge Series

All car owners and drivers must be members of PASCAR. Any non-member owner or driver caught participating in a PASCAR event will be penalized.

All cars must be registered by serial number with PASCAR.

PRO CHALLENGE SPECIFICATION RULES

The term “OEM” in this rule book refers to the specification of, form of, and materials of all pieces that make up the construction of a Pro Challenge Race Car as manufactured new by Pro Challenge race Cars, LLC and received from Pro Challenge Race Cars, LLC by authorized distributors, dealers, manufacturing reps, and retail customers.

NO parts will be permitted on any car that does not meet Pro Challenge Race Cars specifications. No parts will be permitted on any car that are not acceptable to Pro Challenge Race Cars Officials.

CHASSIS

1. All Pro Challenge Race Car frames must be purchased from Pro Challenge Race Cars. All PCRC frames must be identified by the serial number registered with Pro Challenge. This serial number is non-transferable and must not be tampered with in any way. Chassis can not be modified in any way and must remain OEM. All materials must remain original as manufactured by Pro Challenge Race Cars, LLC.
2. **Pick-Up Points** All pick-up points must remain in the original position as manufactured by Pro Challenge Race Cars. ABSOLUTELY NO MODIFICATIONS.
3. **Firewall** driver foot box must remain OEM. Interior sheet metal may be changed in material but not in appearance and can be no less than .040 aluminum.
4. **Bumpers** Front and rear bumpers must remain the OEM material, wall thickness, dimensions and location as delivered from the factory. No reinforcements of any kind will be permitted.

GROUND CLEARANCE

1. The minimum ground clearance, frame and body will be 3.0 inches with driver as measured anywhere on the car.

SUSPENSION

1. **Rear End** Only the Winters quick change from the factory Toyota or Floater versions and factory installed Toyota rear ends will be allowed. Any ratio will be allowed. No ratchets, lockers, or true tracks permitted. Axles must be stock, or Pro Challenge billet as optionally supplied for the OEM Toyota or Winters quick change rear ends. No alterations or lightening permitted in any form. The use of mini or full spools is allowed. Spools need to be steel or Aluminum only. The upper link bracket, rear end tubes, trailing arm, panhard bar bracket and shock mounts cannot be changed. Wheel spacers can be used but are not to exceed $\frac{3}{4}$ of an inch. The complete rear end assembly cannot be changed from OEM specs in form or material including all rods connecting the rear end to the frame. The only other type of rod ends permitted other than OEM will be stainless steel heim joints.
2. **Front Suspension** All OEM upper and lower control arms, steering arms spindles and hubs must remain OEM. No modifications or changes in form or materials is permitted. The only other type of rod ends permitted other than OEM will be stainless steel heim joints. Front- end geometry settings which include caster, camber, and toe may be adjusted. Bump steer may be adjusted by shimming at the outer tie rod ends only up to two inches.
3. **Shocks** Only non-adjustable Bilstein "S6G" will be permitted. Only the valvings OEM from Pro Challenge will be allowed. The current valvings are: S6G3030, S6G3535, S6G4545, S6G4020, and S6G5555. No alteration of shock absorbers from the factory configuration is permitted. This includes changes in original factory valve stack, piston or gas pressure. There must be no evidence external or internal, that any shock has been altered from its' original factory configuration. Shock absorbers that have been re-valved by anyone, including the Bilstein service facility, will no longer be usable in Pro Challenge Events. From time to time at Pro Challenge race events, Officials may ask an entrant to exchange, on demand, any shock absorber on any corner of the entrants' race car. The exchange will be made valving for valving. The exchanged shock will be retained by the Officials for further evaluation.
4. **Springs** Only 1 7/8" inside diameter 10" long steel coil over springs permitted. The spring must be mounted in coil over form over the shock.

5. Anti-roll Bar Anti-roll bar arms must be OEM and may be altered to the following extent: The anti-roll bar collars on the lower A arms must be a MINIMUM of Three (3) inches as measured from the center of the lower front shock mounts to the center of the Anti-roll bar collar. Bending of the anti-roll bar arms is allowed, drilling of the arms to enlarge or relocate the link holes is allowed, cutting or machining of the arms is not allowed.

TRACK WIDTH

Total width cannot exceed 63" as measured from outside to outside of the tires through the entire height of the tire. The tires must be able to roll through a 63" opening.

WHEELBASE

The wheelbase cannot exceed 92" on either side of the car and must be no less than 90" on either side.

OFFSET

- 1. Rearend in car** The center of the rear end can be no more than 1/4" off of the centerline of the tail section of the chassis as measured from the back of the rotor to the frame.
- 2. A-Arms - Lower control arms** on the front end cannot be more than 1/4" different in length from the center of the rod end to the center of the rod end on the front leg of the control arm.
- 3. Ford Engine Cars Only: Rear End and Front End offsets up to 2.5 inches will be allowed.**

BRAKE SYSTEM

Calipers All brake components must be factory Pro Challenge OEM. Wilwood single piston and two, piston calipers are allowed, part nos. 120-4060 single piston, and 120-4997 two piston. Brake calipers must be mounted in the stock OEM position. All brake caliper brackets must remain OEM in material, in form and in location. **ALL BRAKES MUST REMAIN OPERATIONAL AT ALL TIMES!!** Calipers may be shimmed for pad clearance.

Brake Pads All brake pads must be OEM and must be approved by Pro Challenge Race Cars.

Front Brake Rotors Brake rotors must be OEM; they must be solid steel and have a 10" outside diameter. Rotors can have a maximum thickness of 1/2" and a minimum thickness of .300". OEM vented rotors are allowed and they must be 10" outside diameter and can have a maximum thickness of 3/4" and a minimum thickness of .650". Brake rotors cannot be modified in any form including drilling, cutting, grooving or grinding.

Rear Brake Rotors Rear brake rotors must be solid steel and remain OEM. Rotors must have a 10 1/2" outside diameter and a 6 1/4" inside diameter. The outer surface of the brake hat must have a 6 5/8" outside diameter and a 2 5/8" inside diameter. Rotors can have a maximum thickness of 3/8" and minimum thickness of .300". The distance from the outer surface of the brake hat to the center of the rotor must be 2 1/2". The rear brake rotor assembly cannot be modified in any form including drilling, cutting, grooving, or grinding.

Brake Bias Only OEM Wilwood brake bias kit part number 340-4990 is permitted.

Brake Ducts Only one brake duct hose allowed per each front wheel, all hoses must be securely fastened in place on both ends. No manufactured, fabricated or any type of ducts are allowed on the opposite end of any hose from the inlet. Duct hoses cannot exceed 3" in diameter.

STEERING

- 1. Steering Box** The steering box must be OEM only the Steletto 10:1 steering box is permitted. The steering rack must remain OEM and in the original OEM position.
- 2. Tie Rods and Tie Rod Ends** Tie rods cannot be changed in material or mounting form. ABSOLUTELY NO aluminum tie-rod ends are allowed.
- 3. Steering Shaft** The steering shaft must remain OEM between the rack and the firewall. The steering shaft may be raised, lowered, shortened, or lengthened from the firewall back, but not changed in material (5/8" solid rod). Collapsible steering columns may be used but must be approved in writing by PASCAR Officials.
- 4. Quick Coupler and Steering Wheel** The quick coupler and steering wheel must be OEM **unless** approved in writing by Pro Challenge Race Cars, LLC.
- 5. Power Steering** **UNDER NO CIRCUMSTANCES WILL POWER STEERING BE ALLOWED IN COMPETITION. CARS WITH POWER STEERING MUST DISCONNECT IT BEFORE BEING ALLOWED TO COMPETE.**

6. Spindles The spindles must be OEM and not altered in any way. The following dimensions will apply:

- Tube length minus the spindle bushing is 8-7/8", with bushing 9-5/8"
- CTR of hub pin to top of spindle tube without bushing is 3-3/4", with bushing 4-1/8"
- CTR of hub pin to bottom of spindle tube is 5-1/8" without bushing, with bushing 5-1/2"
- CTR to CTR of spindle tube to tie rod arm is 4-3/16" with 100 deg. angle between the spindle tube and arm

ENGINE

All engine parts and accessories, internal and external, must remain stock and in the stock OEM position. The only engines permitted for any Pro Challenge Series Event are: ZX11 Kawasaki, ZZR12 Kawasaki, and the Ford Mazda MZR2.3L. **The Stock Yamaha XJR 1250 (as prepared by Andrews Motorsports) will be allowed in the 2009 Pro Challenge Series. The Maximum cylinder cranking compression for this engine will be 180 psi as an average of 4 cylinders.**

The engine serial number must be registered with Pro Challenge Race cars, LLC before any event. Engines may be dynoed to maintain parity in all Pro Challenge vehicles at the track or Pro Challenge official's discretion. The valve lash may be adjusted in the Kawasaki engines and only original ZX11 or ZZR12 parts may be used. The maximum cylinder cranking compression is 210 psi as an average of 4 cylinders, no variance will be allowed. The compression will be measured with a Snap-On compression gauge, part number EEPV303A, with adaptors, EEPV304A, EEP306A, or MT261200, after 10 revolutions of cranking, 15-45 minutes following the feature event. The Bore and Stroke will be measured with a Beche Enterprises engine displacement gauge part no. 2K6-006MS.

The engine must remain sealed as delivered and may not be altered in any way.
ANY VIOLATION OF ANY ENGINE RULE WILL RESULT IN THE FOLLOWING:

- 1. THE COMPLETE ENGINE WILL BE CONFISCATED and WILL BECOME THE PROPERTY OF PRO CHALLENGE RACE CARS.**
- 2. A MINIMUM OF \$1,000 FINE WILL BE ISSUED TO THE OWNER AND DRIVER.**
- 3. THE DRIVER MAY BE SUSPENDED OR A LOSS OF PRIOR EARNED POINTS MAY APPLY.**

Absolutely no parts on the engine including the clutch, flywheel, and pressure plate and transmission assembly can be replaced with any after market racing type (fabricated, custom or otherwise) parts at any time. Engine mounts must remain stock.

CARBURETORS

Only Kehein 41 mm carburetors with 1-1/2' throats will be allowed. The only permissible alterations are jets, needles, and seals, but they must be stock jets, needles, and seals. No changes to carb boots etc. will be allowed that improves flow to the engine. ZZR12 engines must use a Pro Challenge 36mm restrictor plate with the Kehein carbs.

AIR CLEANERS

Only the OEM single foam or the optional K & N air cleaners are permissible with Pro Challenge filter adapters.

ENGINE EXHAUST SYSTEM

All parts of the header and exhaust pipe must remain stock OEM and in the stock location. Absolutely no ducts, hoses, or other devices directed to or attached to the air cleaner will be permitted.

ENGINE COOLING SYSTEM

All parts of the engine cooling system must remain stock and in the stock location. Any aluminum radiator is permitted so long as it is not physically bigger in size than the optional Pro Challenge radiator. A radiator overflow hose and jug is allowed. Radiator hold downs must remain stock.

A box type duct of any material is permitted from the nose piece to the radiator. The duct can be no larger than the radiator itself. The only items that can be ducted through this box are the radiator and the oil cooler.

Only one 12 volt fan is permitted and it must remain in the OEM position securely fastened to the radiator core. No other fan will be permitted on the car.

ENGINE OILING SYSTEM

All parts of the engine oiling system must remain stock and in the stock location. Any oil cooler is permitted. The cooler must remain in the general OEM position within the frame rails and the front clip.

Accusump Systems will be allowed, but must be mounted within the frame rails of the car.

CLUTCH

The clutch pressure plate and flywheel must remain OEM from Pro Challenge Race Cars. The clutch master cylinder lines must remain OEM and in the stock location.

TRANSMISSION

Only the Ford T-5 transmission for the Ford 2.3L engine is permitted. Transmission gears must be as delivered from the factory. The Kawasaki engines must use the stock internal transmission with gears as supplied from the factory.

DRIVE SHAFT

The drive shaft must remain stock OEM and in the stock location. Absolutely no aluminum, carbon fiber or other than stock drive shafts will be permitted.

ENGINE ELECTRICAL SYSTEM

The only ignition allowed is the Dyna 2000 system for the Kawasaki engines and the Control systems Inc. on the Ford engine. Plug wires and all electrical components must be OEM. **ABSOLUTELY NO IGNITION OR ENGINE ELECTRICAL COMPONENT ENHANCING DEVICES ARE PERMITTED.**

- 1. Ignition Boxes:** Duel ignition boxes that can be switched by the driver may be used provided an electrical diagram is submitted to, and approved by PASCAR of the switching circuit. The duel box panel must be located on the dash in close proximity to the original box position
- 2. Coils:** The coil sets may be moved to the inside of the car, provided they are easily found by the Tech. Officials during inspections. The inside passenger side firewall below the dash is the preferred location.

FUEL SYSTEM

- 1. Fuel Cell** Only the factory delivered fuel cell is permitted. It can be either 5 gallon or 8 gallon. The fuel cell must remain in the OEM delivered position, which for the 5 gallon cell is all the way to the right in the fuel cell base frame. Cars or Trucks running the FORD engine will be allowed to move the Fuel Cell to the left of the Fuel Cell frame.
- 2. Fuel Line** Automotive or Aircraft grade fuel line no larger than 5/16 inside diameter may be used. Any canister type fuel filter can be used, however no glass

filters will be permitted. Pickup and return lines between the fuel pump and the engine must pass through the steel fuel line tube, which must be in the stock OEM position.

- 3. Fuel Type** The only allowable fuel in any Pro Challenge event is SUNOCO standard (unless otherwise specified). The specific gravity must be .725 and the dielectric constant must be below "0" on the Digitron DT-47FTD fuel tester. Oxygen or Nitrogen bearing agents (including propylene oxides) are prohibited.

Teams will not be allowed to add fuel following a race.

WHEELS & TIRES

- 1. Wheels** Only 13' diameter by 7" wide wheel with 2" backspacing is permitted. Only OEM wheels are allowed, wheels may be chrome or painted, and cannot be altered in any way.
- 2. Tires** Only Hoosier F-60 8.0 x 23 x 13 tires with a minimum durometer of 60, stamped TUSA will be permitted.
- 3. Durometer Reading** All tires must meet the minimum durometer reading specified by Pro Challenge Officials on the official durometer gauge used at the time of inspection.
- 4.** Tires may be inspected in any way and at any time by Pro Challenge Officials regardless of durometer reading. TIRES CANNOT BE SOAKED, CHEMICALIZED, TREATED, SOFTENED OR TAMPERED WITH IN ANY MANNER.
- 5.** The combined weight of the wheel and tire must be a minimum of 25 lbs.

CAR WEIGHT

All cars competing in the Pro Challenge Series will be weighed with the driver. All cars will be weighed with the driver after the race. Car will be weighed on the official Pro Challenge scales. Weight Specifications with the driver will be the following:

- 1.** Total Car weight: Minimum weight/ 1600 lbs. for Kawasaki engine cars
1675 lbs. for Ford engine cars
- 2.** Left side percentage: maximum left side weight percentage is 55% for Kawasaki engine cars – 58% for Ford engine cars

DESIGNATED WEIGHT AREAS

Only lead in solid block form is permitted, no lead shot or any other type of ballast weight will be permitted. All weight must be painted white with vehicle number clearly marked on it. All weight must be fastened in a safe secure manner.

CAR BODIES

BODY AND BODY PANELS

Only Pro Challenge Race Car fiberglass bodies and body parts are permitted. Body and all body parts must remain OEM. Panels may not be interchanged between body styles and must be attached at the stock seams with pop rivets or 1/4x20x 3/4 nuts and bolts, pop rivets must be at least 3/16". No body fillers of any type are allowed on the exterior of the body unless used for repair over a damaged area.

BODY ATTACHMENT TO FRAME

The body must be securely fastened to the frame. The body must be attached to rocker panels on both sides through the flanges on the bottom of the frame. The Front windshield must fit under the windshield hold down at the bottom and be attached with pop rivets to the windshield support. The hood and trunk lid must be fastened with at least four 3/8" diameter hood pins. Hood and trunk lid hinges can be used but must be approved by Pro Challenge Race Cars. The hood and trunk lid must fit firmly on the body or their respective supports, with no gaps, openings or holes. Body mounts must remain OEM. Absolutely no air dams, fender or quarter panel braces permitted. Braces will be allowed on Truck noses ONLY in each corner and the center. Braces must be non-adjustable and in a way which body specifications must be fulfilled. A front skirt as delivered from the factory is allowed in the front.

GRILLES AND GRILL OPENINGS

All grilles and grill openings must meet Pro Challenge Race Cars OEM specifications and must be acceptable to Pro Challenge officials.

BODY MEASUREMENTS

- 1. Roof height** (10" back from the top of front windshield in center of roof) maximum of 45 inches from ground.
- 2. Nose height** 3" is the minimum from the ground to the bottom of the nose as measured at the designated Tech. spot by the Pro Challenge officials.

3. **Quarter Panel height** (measured from seam, left side) 29 ½” plus or minus ½” off the ground.
4. **Bottom of Tail piece** (measured at left side corner) maximum of 12” off ground
5. **Spoiler Dimensions:**
 - a. Spoiler must be 5” tall and no wider than the trunk lid on the cars and 6” and no wider than 53” on the trucks. The maximum spoiler angle as measured at the center line of the spoiler off the horizontal will be 30 degrees. The spoiler attachment to the trunk lid or truck tail must be at least 1” and no more than 1 ½”. Spoiler must be between 4.5" and 5.0" and no wider than the trunk lid on the cars and between 5.5" and 6.0" and no wider than 53" on the trucks.
 - b. Spoiler material must be aluminum or lexan with a minimum thickness for the aluminum of .040” and a maximum of .080” and a minimum thickness for the lexan of .125” and a maximum of .250”. Absolutely no braces forward or backward of any type are permitted on the spoiler. Spoilers must be ONE PIECE, if they are split they must be taped, and when replaced, must be replaced with a solid piece.

Body Modifications Permitted

1. Doors and door flaps are permitted as installed by the factory.
2. Duct Openings:
 - a. A maximum of one opening on each side of the front nose, no larger than a manufactured single duct for a hose of a maximum diameter of 3” is permitted. The only items that can ducted through the nose piece are the front brakes or an oil cooler.
 - b. A maximum of one opening on each side quarter panel window, no larger than a standard manufactured Naqua duct for a hose with a maximum diameter of 3” is permitted
 - b. A maximum of one standard Naqua duct no larger than the duct itself in permitted in the right side door window opening. The maximum diameter of the hose is limited to 3”.

Note: No duct hose can exceed 3” in diameter

WINDOWS

1. Front, rear and quarter panel windows must be Lexan with a minimum thickness .125”.

2. Front, rear and quarter panel windows must remain OEM and attached in the stock location.
3. **Window Braces** Cars and Trucks must have a front window brace and the windshield must be attached to the brace with pop rivets.
4. **Tinting** The only tinting allowed on any window is that provided by the factory. This is a border around all windows of a maximum of 2" and no more than 6" from the top of the windshield.
5. No decals are allowed on back windows

DECALS

Designated Pro Challenge contingency decals will be required on all cars and trucks. The position and type of decal will be posted on the website on the Tech. Bulletin page.

Car numbers must be registered with and approved by Pro Challenge Race Cars by the car owner. Car numbers can be a maximum of three digits. No letters or symbols will be permitted.

1. Door and roof numbers must have a minimum height of 18".
2. Door numbers must be located between the front and rear door seams.
3. All cars and trucks must have doors and roof numbers.

CONDITION OF VEHICLE DURING AN EVENT

1. Body condition must be approved by the Pro Challenge Officials before any event.
2. Body conditions and attachments must be approved by the Pro Challenge Officials during an event.
3. Unsecured or badly damaged body parts may result in a black flag situation during an event.

EQUIPMENT AND GENERAL ACCESSORIES

FASTENERS

All fasteners must meet Pro Challenge Race Cars specifications.

FIRE SYSTEM

A fire extinguisher inside the car is MANDATORY. It must be a minimum of 2 ½ pound system and be charged and operational at all times. The fire extinguisher must be located inside the cockpit within reach of the driver, inside the main frame rails of the car. One nozzle mandatory inside the cockpit. Additional lines and nozzles may be used on the fire extinguisher system.

BAR PADDING

Roll bars must be padded and in areas acceptable to Pro Challenge Race Cars.

MIRRORS

Any rear view mirror approved by Pro Challenge Race Cars can be used. It must be mounted securely inside the cockpit. Side view mirrors are also allowed provided they are approved by Pro Challenge Race Cars and do not stick out of the body more than 1” as measured by laying a straight edge across the door and A post and measuring how much protrudes.

GAUGES

Gauges and gauge panels must remain OEM and unaltered.

SWITCHES/WIRING

Only one ignition switch and starter button per car is allowed. Complete wiring harness must remain OEM. A on/off battery kill switch is mandatory and must be mounted in the stock OEM position. On/off switches are allowed for the radiator fan and driver comfort systems and these can be located in the dash or transmission tunnel. Wiring or switches that need to be moved for driver safety or reach, must be approved in writing by an Official of Pro Challenge.

BATTERY

Batteries must be an Automotive 12 volt side post battery. Batteries must remain in the OEM designated battery position and mounting frame. Battery hold down must be Pro Challenge hold down bracket or equivalent if approved by Pro Challenge.

SEAT BELTS

Manufacturer specifications shall take priority regarding all safety equipment.

An approved five point safety harness with 3” minimum wide belts equipped with a quick release buckle is mandatory in all vehicles. The driver must use the seat belt restraint system at all times when on the track, in accordance with the instructions and/ or recommendations of the system supplier and/or manufacturer. The seat belt restraint system must be installed in accordance with the directions provided by the system supplier and/or manufacturer. The date of manufacturer must remain visible on the belts at all times. Seat belt restraint systems must not be used beyond two (2) years after their date of manufacturer or in accordance with the manufacturer’s specifications.

HEAD AND NECK RESTRAINT SYSTEMS

A HEAD AND NECK RESTRAINT IS MANDATORY FOR ALL PRO CHALLENGE SERIES EVENTS. The Head and Neck Restraint Systems currently approve for use in the Series are the HANS and HUTCHINS Device. All others must be Pre-approved by Pro Challenge Race Cars.

IT IS THE RESPONSIBILITY OF THE DRIVER, NOT PRO CHALLENGE RACE CARS, TO INSURE THAT HIS/HER SEAT BELT AND HEAD AND NECK RESTRAINT SYSTEMS AND ALL SAFETY COMPONENTS ARE APPROVED, CORRECTLY INSTALLED, MAINTENED AND PROPERLY USED.

SEAT

Only an approved high back aluminum racing seat with a minimum thickness of .120” is permitted. Seats must have a full cover. Seats must be attached to the frame with a minimum of four steel bolts that have a minimum diameter of 3/8”.

WINDOW NET

An approved full window net is mandatory. The minimum size is 16” x 16”. The net must be securely fastened to the top of the window during all on track activities, practice, qualifying, etc...

PEDALS

All pedals must remain in the OEM locations. The gas pedal must remain OEM from top to bottom, including the throttle cable assembly. The brake and/or clutch pedal may be altered in form for fitting purposes but not in material.

HEATSHIELD

Heat shields may be used where necessary provided they are securely attached and do not interfere with the safe operation of the vehicle.

RADIOS

Two way radios with spotters are MANDATORY for all Pro Challenge Race Events. Radios and harnesses must be securely fastened in the car. NO EXCEPTIONS

DRIVER EQUIPMENT

Manufacturer specifications shall take priority regarding all safety equipment.

Each competitor is solely responsible for the effectiveness of personal safety equipment used during an Event.

PRO CHALLENGE IS NOT RESPONSIBLE FOR THE EFFECTIVENESS OF ANY PERSONAL SAFETY EQUIPMENT.

Drivers must wear a helmet carrying at the minimum a valid SA 1995 or SA 2000 Standard Snell Sticker at all times on the race track. The driver must wear the helmet in accordance with the directions provided by the supplier and/or manufacturer.

All drivers are also required to wear a full Flame resistant driving suit (2 layers) anytime they are on the track.

Each driver is requires to wear fire resistant accessories that effectively cover the remaining parts of the body, gloves, shoes, etc.

All drivers are required to bring their Safety gear and equipment, suit, gloves, helmet, etc to Pre-Tech for inspection.

IT IS THE RESPONSIBILITY OF THE DRIVER, NOT PRO CHALLENGE RACE CARS, TO INSURE THAT HE/SHE MAINTAINS, WEARS, AND PROPERLY USES PROTECTIVE CLOTHING.

INSPECTIONS

Pro Challenge Race Cars Officials reserve the right to inspect any part of a Pro Challenge car in any manner and at any time.

INSPECTION AREA

Only those persons approved by Pro Challenge Officials may be admitted in the inspection area. For most Events this will be the driver and two crew members for a maximum of three people. This policy will apply to both pre race inspections and post race inspections.

COMPETITOR OBLIGATIONS

Competitors must take whatever steps are requested by the Pro Challenge Officials, including teardown of the car, to facilitate inspection of the car.

RACE PROCEDURES

Race day procedures may vary from event to event, including inspection, practice, car lineup, qualifying, etc. Pro Challenge Officials will notify competitors of such changes at each event.

Qualifying Procedure All cars will be scaled before qualifying and tires will be marked. Cars must run the tires they qualify on, NO EXCEPTIONS. In the event tires have to be replaced for safety reasons as determined by a Pro Challenge official, the car must start in the rear of the field.

Race Day Eligibility a competitor must be through the Pro Challenge Series Pre race Tech Procedure 30-minutes before the scheduled qualifying time for the event. If the competitor fails to get through Tech by this time, he/she will not be allowed to compete in that event.

Inclement Weather Policy In the event the race must be cancelled due to rain, the following will be the policy: The race will be rescheduled with a date and location to be determined within seven days of the cancellation, to be posted on the Pro Challenge website. In the event a reschedule is not possible, all race entrants will be awarded first place points for the cancelled race.

PENALTIES

Any competitor who violates Pro Challenge Race Car rules is subject to be penalized, disqualified, fined, suspended, or ejected at the discretion of the Pro Challenge Officials.

FIGHTS: All fights will result in a \$1000.00 fine for the drivers of any Parties involved.

CONDUCT: Foul conduct or verbal abuse of any kind towards officials, fellow competitors, fans etc. will result in a \$500.00 fine for the drivers of any parties involved.

The Driver and Car Owner are responsible for the actions of their crews.

Any and all illegal parts will be confiscated and become the property of Pro Challenge. Also, if an infraction occurs during an inspection or impound, any costs to fix, repair, return, etc. will be the responsibility of the Owner/Driver.

There will be NO EXCEPTIONS.

AWARDS

Rookie of the Year Eligibility In order to be eligible for the “Rookie of the Year” award, the driver must not have competed in any more than four (4) Pro Challenge races in any previous season. The “Rookie of the Year will be awarded to the Rookie driver that acquires the most National points during the regular season.

Most popular driver Award To be eligible for the most popular driver award, a driver must be in the top five (5) in points within their region of residence, or in the top ten (10) in National points at the end of the regular season. Voting will be conducted on the website as per a procedure to be posted on the site when the voting is open.

APPEALS

Penalties may be appealed by sending a written letter (listing the infractions, the date of the infractions and the event in which the infractions occurred) and a \$100.00 to the Pro Challenge Appeals Committee.

The appeals Committee consists of 5 reputable members of the racing community. The decision of an appeal will be voted on in majority form by at least three Members of the Appeals Committee.

Loss of an Appeal will result with the \$100.00 being placed into the Series point fund.

**ANY SITUATION COVERED OR NOT COVERED IN THIS
RULE BOOK WILL BE DEALT WITH AT THE
DISCRETION OF THE PRO CHALLENGE RACE CAR /
PASCAR OFFICIALS AND THEIR DECISION WILL BE
FINAL**