

Caprara's Can Am Motorsports Park

2017 Can Am Pro Street Division Rules

04/20/17 (this version replaces all previous dated versions)

Can Am maintains the authority to adjust any section of these rules.

Interpretation of rules, if these rules do not say you can do it then DON'T do it! All interpretations by the track officials are final. As a driver, crew member or owner you are responsible to know the track's position on all rules. Not knowing is no excuse! Can Am Speedway tech will be strictly enforcing these rules.

No penalizing, if a car conforms to the rules that all are going by, passes any inspection by tech, I do not believe that any driver should be penalized for winning races. Therefore, there will be NO penalizing, such as, but not limited to, adding weight, to any rule legal car and or driver that gets around the track better than fellow competitors. But a bounty may be imposed on the driver.

Policies and Procedures Info:

Car stops on track, at any time a car stops on the track or anywhere that may establish a dangerous condition (as determined by track officials) during any race event, whether involve in an accident, incident, breakdown, or any other reason. The driver must remain in the vehicle, with all safety equipment remaining in use until safety crew or track cleanup crew arrives on the scene. This of course unless there is a life threatening issue such as fire. Failure to adhere to this procedure rule may result in disqualification of the affected event along with denied racing privileges for the remainder of the effected event(s). Additional penalties may also be implied.

Procedure Info:

Disallow a competitor, Can Am maintains the authority to disallow any driver/crew/car they consider unsuitable or over qualified to compete in this division. If an issue arises that is not addressed within these rules the Officials will render the deciding factor.

Measurement tolerance, any and all measurements may have up to ½ inch tolerance. This will be decided by tech.

Added or removed material, the legality of any material added or removed from car in the interest of safety will be decided by the Officials to be legal or not.

Puffer tool, any race team that may have an issue with the "puffer tool" results, be prepared to remove head to verify cubic inch!

CAR ELIGIBILITY: 1955 to current. Strut/torque arm type cars allowed. No convertibles, four wheel drives, sports cars (as determined by tech). Rear wheel drive only. No independent rear suspension.

Transponder required, location must be minimum 12" behind rear axle, on right side of car. Measured from center of rear axle housing to first edge of transponder (front edge of transponder housing).

Lift chain, cable or strap front and rear mandatory.

Home track rules may apply, one time only, with any visiting car, calling ahead is recommended, we will work with you as feasible. Driver should be prepared to present a copy of current season home track rules to tech.

DRIVER SAFETY EQUIPMENT REQUIREMENTS: Rules apply at all times.

Driver apparel, Snell-rated SA2000 or newer full faced helmet designed specifically for auto racing, SFI-approved full fire suit, fire retardant neck brace, gloves and shoes mandatory. *Recommended*, Hans or similar device, fire retardant head sock and underwear.

One way Radio required at all times when on track, Frequency 454.000.

Responsible for safety, each driver, crew member, and owner is solely responsible for the effectiveness and proper installation, per the manufacturer's instructions, of personal safety equipment and determining it to be adequate for competition at every event. Each driver, crew member, and owner is expected to investigate and educate themselves for continuing improvement regarding their own personal safety equipment.

CAR SAFETY REQUIREMENT: All cars must meet the following requirements!

Added or removed material, any material added or removed from car in the interest of safety will be strictly decided by the Officials to be legal or not.

Roll cage mandatory, with the following minimum specifications.

All welds must be completed in a safe and professional style. Absolutely no material burn thru will be allowed. All welds must be completely around and or throughout the entire mounting area. All junctions of two or more tubes must be joined with minimum 1/8" magnetic steel gussets. No threaded pipe, pipe fittings, lap welds. No flush grinding of welds.

Everything in the cage system must pass all safety inspections, any failure to pass, the car will not be allowed on the track.

Damaged and or rusted frame or unibody cars must be safely and professionally repaired/reinforced as determined by track officials. In the event of this, the entire project must be inspected and approved by track officials.

6 point cage surrounding the driver.

All material fabricated from seamless magnetic steel tubing, with a minimum of 1 1/2" outside diameter with .065" wall thickness.

Four uprights will be as follows, one upright in front and one upright behind the driver on both sides of car. The front uprights must be maximum 2" to the rear of windshield/dash area. The rear uprights must be maximum 24" to the rear of driver seat. Mounting to frame/unibody will be as follows.

Full frame cars: Each upright must be securely welded to the frame.

Unibody cars: Each upright must be securely welded to a minimum 4" x 1/8" thick magnetic steel plate. The plate must be securely welded to the heavy duty area of the unibody.

Additionally, with unibody cars, two pipes, one on each side of car must be securely welded to bottom of each upright as follows. Pipes must be mounted on outside of uprights and extend from front upright to rear upright each side of car. Pipes must be mounted flush to floorboard/unibody to allow welding pipe to floorboard/unibody. If mounting flush is not accessible. A minimum 1/4" thick magnetic steel plate must be securely welded to pipe and floorboard/unibody as to form pipe, cage and floorboard/unibody as all one connection.

Four bars must horizontally join the four uprights flush with the top of uprights. Pipes and tops of uprights must be a minimum of 2" above the helmet of race ready driver.

There must be a minimum of three horizontal bars on *driver* side connecting front and rear uprights. Spacing must be, *top* bar maximum 4" down from bottom of window opening, *bottom* bar maximum 6" up from unibody/frame/floorboard, *center* bar centered between top and bottom bars. Bars may be mounted flush between uprights or across outside of uprights. All three bars must be securely welded to cage uprights. A minimum 1/8" thick magnetic steel plate with no seems, mounted inside of car, horizontally upright to upright and vertically bottom of window opening down to unibody/frame/floorboard. Plate must be mounted on outside of the three horizontal bars, securely welded to the three horizontal bars and or cage uprights and unibody/frame/floorboard.

There must be a minimum of two horizontal bars on *passenger* side connecting front and rear uprights. Spacing must be, *bottom* bar maximum 6" up from unibody/frame/floorboard, *top* bar minimum 4" maximum 6" up from bottom bar.

Two bars, each mounted flush with the top of each rear upright, and continuing rearward diagonally down to maximum 36" from rear furthest end of unibody or frame. Mounting to frame/unibody will be as follows.

Full frame cars: These two bars must be securely welded to the frame.

Unibody cars: These two bars must be welded to a minimum 4" x 1/8" thick magnetic steel plate. The plate must be securely welded to the heavy duty area of the unibody.

The above roll cage specifications are the minimum requirements. Additional bars and reinforcement, if done in a safe professional style is allowed, but must be inspected and approved by officials prior to going on the track. Any previously built cage system must add any of the above missing specifications that can be added with cage already built and installed in car. All cage systems, whether or not conforming to the above specifications, new or previously built must be inspected and approved by officials prior to going on the track.

Bumpers, heavy duty bumpers, front & rear mandatory. Minimum of 1-1/2" outside diameter with .065"-inch thick seamless magnetic steel tubing. Must be capable of withstanding high speed impact.

Side Bars/rub rails, recommended. If used must be at least on driver side. Must be fabricated from minimum 1 1/2" OD, .095" thick magnetic hollow round steel tubing. Located outside of body at center of front bumper height minimum to 4" above front bumper height maximum. Horizontally parallel with bottom of body, fender well to fender well, flush to body.

Firewalls/floor pan, a full firewall between engine compartment and driver compartment and a full firewall between trunk compartment and driver compartment, a full floor pan firewall to firewall/side to side are all mandatory. No opening larger than 1" in either firewall or floor pan.

Frame reinforcement, any rusted or otherwise damaged frame/unibody areas must be securely and safely reinforced. Fabricated from minimum 2"x3" rectangular seamless magnetic steel, minimum .065" thick. Must be inspected & approved by tech officials.

Belts, minimum three inch wide SFI-approved five point safety belt assembly within 3 years from date of manufacture required (Y-type shoulder harness not allowed), must be mounted securely to roll cage.

Seat, must be designed for racing, high back with an FIA and/or SFI rating and must be securely mounted per the manufacturer's instructions behind steering column.

Head restraint, right side head restraint net and/or support are required. All head restraint nets must be equipped with quick release mechanisms.

Window net, on driver side mandatory. Must be securely fastened and equipped with quick release mechanisms.

Windshield, mandatory, OEM or must be of wire mesh. Wire mesh windshields must be reinforced with one safety bar and at least two safety straps made of at least 1.0" (inch) wide steel. Straps must be equally spaced on the inside. Visor/sun block at top of windshield allowed, must not obstruct driver's vision in any direction.

Hood, all cars must have the hood in place and securely fastened when starting their 1st lap of the race. No opening at rear of hood area that may allow engine parts, fire or anything else to reach driver.

Driver area, all areas surrounding driver must have padding. Absolutely no sharp areas in driver area. Roll bar padding, fire retardant, mandatory in driver compartment.

Sharp areas, no sharp areas anywhere in interior, outside of body, bumpers, side bars, or anywhere on car that could expose a hazard.

Switches/shut off valves, ignition "kill" switch, fuel main shut off and battery main shut off are all required within easy reach of race ready driver and all must be clearly marked in "OFF" and "ON" positions.

Fuel cell, mandatory 25 gallon maximum capacity that meet or exceed FT3 specifications, securely mounted in trunk area between frame rails, a minimum of 4"-inches ahead of the rear bumper with a minimum two .125" thick steel straps. Cell must be enclosed completely in a container that is a minimum thickness of 20-gauge magnetic steel and/or .060"-inch aluminum. The entire container must be visible for ease of inspection. Fuel pick up must be positioned on the top or right side of the fuel cell and be constructed of steel. Vent must have a check valve.

Fuel line, any and all fuel line(s) routed thru driver compartment must be heavy duty braided type, or incased in heavy duty piping material with no seams, throughout driver compartment.

Steering, all parts/components must safe with no play in any direction. Quick release steering wheel mandatory, must be padded in the center. Tie rod ends may be replaced with hiem joints, and is highly recommended. Everything in steering system must pass safety inspections.

Throttle linkage, two throttle return springs mandatory. Must be mounted in separate places on anchor end.

Driveshaft, all driveshaft components steel only, minimum 1/8" thick x 2" wide steel sling located maximum 6" to the rear of front U joint. Driveshaft must be painted white with car number labeled on it.

Added weight (ballast), no single weight or bundle over 75 lbs. Must be mounted with at least 2, minimum 5/8" grade 5 bolts and locknuts, inside frame/unibody area and a minimum 36" from race ready driver any direction. Must be painted white and car number on each and every weight.

Exhaust, any car considered to be producing unacceptable sound as determined by track officials will be dealt with.

Scatter shield or steel scatter proof bell housing, manual trans with OEM or similar type clutch must have a steel scatter shield or steel scatter proof bell housing. Automatic trans with OEM or similar type converter must have a steel scatter shield.

Battery, location must pass safety inspection. Minimum 18" from fuel cell any direction.

Brakes, all four tires must lock up upon rolling inspection.

Wheels, must be steel, designed for racing only. ½" wheel studs and 1" lug nuts are mandatory on all 4 wheels. Nuts must thread on at least flush with end of studs in all wheel positions.

Tires, must be designed for racing only. Must safely fit the wheel and car as determined by Tech.

Drive/crew, must maintain a safe, organized atmosphere at all times to preserve their safety as well as those around them.

SAFETY NOTE: All rules, policies, and procedures regarding safety are with the intentions to assist in the defense of injury and in no way offer any assurance of absolute protection. It is the responsibility of driver, crew member(s), car owner(s) and or anyone in the presents of hazardous conditions to maintain their personal safety.

CONFISCATE ENGINE: Caprara's Can Am Speedway and Motorsports Park reserves the right to confiscate for the purpose of an in depth inspection any GM 602 or OPEN engine at any time track officials deem it necessary. No replacement engine will be offered. No assurance the engine would be returned in time for any future race(s).

ALLOWED ENGINES: GM Performance Parts 602 crate engine and rule controlled Open engines are the only allowed engines. See the following sections for related info.

ENGINE-602 Crate

ENGINE-Open

ALL ENGINES

ENGINE-602 Crate: GM Performance Products sealed 602 Crate engine, part number #88958602/19258602 Engine and all parts/components provided and installed at time of 602 engine purchase by GM factory must remain as supplied by GM factory. No modification(s) of any kind is allowed unless otherwise mentioned in these Can Am Pro Street rules

Repairing, rebuilding, freshening, including repair and or replacement of any sealed component(s) is allowed. All replaced parts/components must be OEM specifically for the 602, including gaskets. All work may be done by racers choice. No Fastrak engines. No "Blue Printing" or rebuilding any part/component to alter performance characteristics. No overboring. No Can Am official required to be present at time of reassembly.

IGNITION 602 Crate: Aftermarket exact replacement direct fit distributor cap, coil, and module allowed, other than these three components the distributor along with all GM supplied parts/components must remain as supplied by GM at time of 602 purchase. No "Blue Printing" or rebuilding any part/component to alter performance characteristics.

CARBURETOR 602 Crate: One only, any readily available, in stock type (no special order), North American manufactured 2 or 4 barrel, with a maximum \$1000 standard retail supplier's public list price. Maximum

throttle plate bore 1-11/16" (1.688) with any carburetor, no tolerance. Any safe modifications allowed. Two throttle return springs mandatory.

ENGINE-Open: All engines must be V8 style 8 cylinder, Small Block design only. GM, Ford, or Chrysler.

Not allowed engines, the following engines are not allowed, GM 5.3L (5300) or 6.0L (6000)/Chrysler Hemi/Ford Triton.

Bore/stroke, any bore/stroke combination.

Maximum cubic inch displacement: 415 ci. Any race team that may have an issue with the "puffer tool" results, be prepared to remove head to verify cubic inch!

Block: Any cast iron, readily available, in stock type, North American manufacture, V8 type, with a maximum \$1000 standard retail supplier's public list price. No special order. Any machine work allowed, engine mounts location must maintain original OEM location.

Piston: Any flat top or dished, readily available, in stock type, with a maximum \$500 standard retail supplier's public list price for all 8. No special order. Any machine work allowed.

Connecting rod: Any type/material, readily available, in stock type, with a maximum \$550 standard retail supplier's public list price for all 8. No special order. Any machine work allowed.

Crankshaft: Any cast iron or steel, readily available, in stock type, with a maximum \$600 standard retail supplier's public list price. No special order. Any machine work allowed.

Rotating assembly: Must conform to all individual parts/components pricing rule sections.

Short block: Must conform to all individual parts/components pricing rule sections.

Complete engine or long block: Must conform to all individual parts/components pricing rule sections.

Valve train: any direct fit, readily available, in stock type. No special order, except camshaft. Camshaft may be special ordered. Hydraulic or solid, no roller. No shaft mounted rocker arms allowed, unless originally OEM equipped. Stud girdle, and lifter galley plate are allowed. Any type chain or gear drive timing system. All valve train components must be readily available in stock type, as decided by tech official.

Cylinder head: Any readily available in stock type, as decided by tech official. No special order! Cast iron only, OEM or aftermarket, with a maximum \$1500 pair, standard retail supplier's public price. No Hemi chamber heads. Casting/ID #s must be unaltered and legible. Any machine work allowed. No compression ratio rule.

Intake manifold: Any readily available, in stock type (no special order), single mount two or four barrel capability only. No multi carburetor manifolds.

Ignition: Any readily available, in stock type (no special order), OEM or aftermarket direct replacement distributor type system only. OEM or aftermarket direct fit performance parts allowed. No Magnetos. Must maintain OEM firing order.

Carburetor: One only OEM 2 barrel or Holley 2 barrel 4412. Maximum throttle plate bore 1-11/16" (1.688) with any carburetor, no tolerance. Any other modifications allowed. Two throttle return springs mandatory.

Lubrication: Wet sump only. Any capacity/material pan, must be readily available in stock type, as decided by tech official. Windage screen allowed.

ALL ENGINES:

CARBURETOR: All carburetor rules are subject to adjustment.

INTAKE SYSTEM: Carburetor only, no fuel injection. Naturally aspirated only. No turbo/supercharger systems. No fuel or air may enter by any means other than OEM operation of carburetor and the suction process of engine.

CARBURETOR SPACER PLATE: Any readily available, in stock type (no special order), commercially manufactured, or self-fabricated. Must pass all safety inspections.

FUEL PUMP, any readily available, in stock type (no special order). No electric pump. Must maintain OEM location.

FUEL: Gasoline only. Any octane. Additives allowed.

LUBRICATION: One oil cooler securely & safely mounted under the hood allowed.

EXHAUST SYSTEM: Any readily available, in stock type (no special order) or self-fabricated headers. EVAC system allowed. Any type of exhaust beyond headers, but must conform to the following. Must pass any safety inspection and must remain under car, securely fastened and extend minimum of 12" behind driver. Mufflers optional. Any car considered to be producing unacceptable sound as determined by track officials will be dealt with.

COOLING SYSTEM: One only radiator OEM location only. Add on electric fan allowed for additional cooling ability, but must maintain operating OEM type mechanical fan at all times. Water pump not a tech item but must maintain OEM location. Aluminum engine pulleys allowed.

AIR CLEANER: Any readily available, in stock type (no special order) commercially manufactured, or self-fabricated. Must pass all safety inspections.

AIR DIFFUSER: any type commercially manufactured or self-fabricated allowed. Must pass safety inspections.

STARTER: All cars must be equipped with an operational electrical starter.

ENGINE LOCATION: Front sparkplug on either side cannot be further back than the relevant side upper ball joint. If further substantial evidence of excessive engine setback is determined by tech inspector, this will take priority over the sparkplug to ball joint method and will be dealt with.

REV LIMITER SYSTEM: No rev limiting system required.

TRACTION CONTROL DEVICES-of any kind, as determined by tech, not allowed. Solid rear end spool mandatory.

TRANSMISSION: Any OEM automatic or manual, BERT/Falcon type allowed. Any modification allowed, but must begin with OEM housing. Bellhousing must have a 1" diameter inspection hole drilled near the top.

CLUTCH/CONVERTER SYSTEM: Any type clutch or converter, including non clutch type coupler manual and shaft driven automatic transmissions.

REAR END: Any North American manufacture OEM or quick change. Any size ring gear. Any gear ratio. Solid spool mandatory, no welding gears. Floater-type allowed.

BATTERY: One only 16 volt maximum measured anywhere in system. Minimum 18" from fuel cell any direction. All battery mounts must be secure. Location must pass safety inspection.

BRAKES: All four tires must lock up upon inspection. Side to side/front to rear brake bias adjusting system allowed in cockpit.

WHEELS: One piece 15" steel designed for racing only, maximum width 12", any offset. Steel beadlock wheels allowed any position.

Plugs/covers/wheel spacers allowed any wheel position.

Wheel studs/lug nuts, 1/2" wheel studs and 1" lug nuts are mandatory on all 4 wheels. Nuts must thread on at least flush with end of studs in all wheel positions.

TIRES: Designed for racing only any compound. No tire larger than 13/92-15 size in any position. Must safely fit the wheel and car as determined by Tech. Tire size and brands may be mixed. Grooving, grinding and siping allowed.

MINIMUM WEIGHT:

602 CRATE engine cars 2700 lbs minimum with driver.

OPEN engine cars 3000 lbs minimum with driver.

Minimum weights are subject to adjustment

STEERING: No rear wheel steering that can be operational or changed by race ready driver during racing conditions. Tie rod ends may be and recommended replaced with heim joints. Steering column may be replaced for safety. Steering quickener, commercially manufactured only, allowed. No homemade quickener systems. Quick release steering wheel mandatory.

CHASSIS/FRAME:

Frame alterations, frame may be reinforced in the interest of safety. On unibody or damaged/rusted full frame cars, a homemade frame may be constructed using steel rectangular tubing only, with a minimum specification of 2" x 3" x .120 wall thickness. The 3" dimension must be in vertical position. Any and all frame alterations, including reinforcing, must be inspected and approved by tech. Tech will be the deciding factor with any discrepancy.

Front clip, fabricated or aftermarket front clip (from front bumper mounting area back to front firewall) allowed. Front clip must be minimum 2"x4" with a minimum .120" wall thickness. Must maintain OEM location measurements for steering box, idler arm, upper and lower control arms. Front clip must be as wide (outer rail to outer rail) as the original frame/sub-frame.

Lift chain, cable or strap front and rear mandatory.

SUSPENSION:

No independent rear suspension. OEM type including OEM design 3 and 4 link systems-links may be fabricated. All links must maintain within 4" maximum longer or shorter than actual OEM length. Jacking/load bolts, adjustable spring cups, wide five hubs, allowed all wheel positions. Rear sliders allowed. No buckled in driver ability to adjust systems other than brake bias. Aftermarket upper control arms allowed.

Springs, OEM or aftermarket magnetic coil and leaf springs. Spring to chassis manufacture does not have to match.

Shocks: any non-adjustable, readily available, in stock type (no special order), with a maximum \$200 standard retail supplier's public list price. One shock per wheel, may be remounted front and rear. No canister or electronically controlled shocks.

Driveshaft: all components steel only, painted white with car #. Must have a minimum 1/8" thick x 2" wide steel sling located maximum 6" to the rear of front U joint.

Visiting car's home track rules if different regarding suspension system will be considered, calling ahead recommended.

BODY:

Any style, readily available aftermarket fiberglass, aluminum, plastic, body and components allowed. No opening at rear of hood area that may allow engine parts, fire or anything else to reach driver. Driver compartment may be enclosed. Full metal firewall front and rear and floorboard mandatory, no unused holes larger than 1". Floorboard does not have to follow original contour. No Mirrors.

Spoiler, securely fastened spoiler no wider than body allowed maximum height 5"-measure from deck straight up (not at an angle) to top of spoiler, at backside of spoiler.

Hood scoop, securely fastened, not impairing driver's vision hood scoop allowed. Maximum size 20"w x 20"w x 3"h.

Visor/sun block allowed, must not obstruct driver's vision in any direction.

Nerf bars/rub rails allowed, must be flush with body, no sharp edges. See car safety requirement section.

TECH INSPECTION & TECH AREA POLICIES AND PROCEDURES:

Track implemented tech inspections are for the purpose of satisfying Caprara's Can Am Motorsports Park Officials only, and are in no way performed to prove anything to anyone else, including fellow competitors. If a competing team is suspicious of a fellow competitor, this is what the protest procedure is intended for.

One person allowed in tech area, only driver will be allowed in tech area, a designated number of crew members will be allowed by tech officials IF and WHEN needed, as decided by officials, no explanation from officials will be offered.

Hood opening, car hood cannot be opened/removed until allowed by tech official.

Thorough inspection, take warning, always be prepared for a thorough inspection of your car! This could be in the form of a complete engine tear down! Failure to submit to any such demanded inspection will result in severe penalties. Car and or driver can be demanded any such inspection upon arriving on Caprara's Can Am Motorsports Park premises. Before and or after any event, any position, including DNF & DNS. Everything on car including driver must pass safety, as well as competition rules. Furthermore, in the event that any car and or driver has been competing with a rule infraction in the past, regardless of the infraction or the length of time will have no involvement with the tech decision if found not in compliance to these rules concerning any tech inspection or protest situation.

Inspection issue, in a track tech inspection situation if an issue should occur with obtaining utilizable results, whether resulting from tool failure or any other non-intentional means, the inspection may be terminated.

Refuse a tech inspection, driver only can refuse a tech inspection and will forfeit the affected event money and points as well as ALL points accumulated at the affected track (loss of accumulated points applies only to refusing a tech inspection-does not apply to refusing a protest). Not being the driver's regular car has no relationship to the procedure and or outcome regarding any tech inspection. As the driver you are responsible for the car you are driving to be conforming to the rules.

Only driver/car will be allowed in tech area, driver must remain with car until otherwise instructed by official(s), a designated number of crew members per car will be allowed by tech officials IF and WHEN needed.

Verbal and or physical action directed toward officials or other racers will not be tolerated. The driver is and will be held accountable for any and all actions of his crew/owner, whether or not associated with car will be determined by officials. Any such issues arise, driver/car will be subjected to losing Tech Area privileges. In

the event of this the driver and car would be disqualified from the effected event, will lose all money and points earned in the effected event. Further discretionary action may be imposed.

Questions/input will be addressed as possible by the officials.

Always remember, the need to report to tech area suggests a high degree of accomplishment. Finish off earning your way to tech be being professional when you get there. If someone is badgering you, just remember, they are upset because you did it better than them.

PROTEST POLICY and PROCEDURES (*EXCEPT* THE 602 SEALED CRATE ENGINE): See engine dyno protest section below.

Caprara's Can Am Motorsports Park Tech Officials reserve the authority to deny any protest they feel inappropriate or has not followed the procedural guidelines.

Protest allowed with feature event only.

Not being the driver's regular car has no relationship to the procedure and or outcome regarding any protest inspection. As the driver you are responsible for the car you are driving to be conforming to the rules.

Requirements of both drivers & cars:

Driver *entering* & driver *receiving* the protest, with the same car each was driving when taking the original green flag start of the first lap of the affected event must complete all laps as did the race leader. Additionally, driver *entering* the protest, along with the same car must have taken the green in the last three consecutive, on the schedule feature events at Caprara's Can Am Motorsports Park, meaning the affected event would be the 4th race. Furthermore, driver/car *entering* protest must finish within five positions of driver/car *receiving* protest. Driver only can enter or refuse the protest. Refusing the protest will result in driver forfeiting the affected event money and points.

Once protest has been entered, it cannot be withdrawn, no money refunded. In the event of either teams causing additional problems, the offender's driver/car will be disqualified, losing all money and points from the affected feature event.

Only both drivers, ONE crew member each car & car receiving protest will be allowed in tech area. Additional representatives may be allowed per tech officials IF and WHEN needed, as decided by officials, no explanation from officials will be offered.

Decision on accepting the protest must be given within 10 minutes of being notified. Any work action must begin as soon driver & car *GETTING* protested accepts the protest, furthermore, the protested part/component must be ready for inspection within 1 hour of being notified. Failure to conform to either of these requirements will result in driver/car being DQ'd along with forfeiting the affected event money and points.

Protest must be LEGIBLY hand written IN DETAIL, with EXACT amount CASH only US funds, submitted by driver only, to a tech official only, within 15 minutes of end of feature event. All this must be submitted at the tech area only.

Protest Dollar Amount:

\$400.00 any part/component of car, bumper to bumper, including OPEN engine. Also includes any 602 engine parts/components NOT within the sealed area, if it can be inspected without removing a 602 seal it can be protested in this \$400 option. There is *NO* protest policy allowed that requires the removal of any seal. The engine dyno policy must be used.

NOTE: An extra \$500.00 will be ADDED to protest amount for any protest requiring removal of engine, transmission, or rear end housing, as determined by tech (except engine dyno policy). If not sure the additional \$500 is needed, have it ready to immediately provide to tech official if required. This \$500 will be within the same policy as the submitting protest, found legal or found illegal section below.

Result:

Found LEGAL: Driver/car BEING protested receives protest money.

Found ILLEGAL: Driver/car ENTERING protest is refunded protest money.

ENGINE *DYNO* (602) PROTEST SPECIFIC FOR THE 602 CRATE ENGINE:

Any dyno engine protest rule section that contradicts any traditional protest rule section, this dyno engine policy will take full effect.

There is no OPEN engine dyno protest policy.

Protest allowed with feature event only.

Not being the driver's regular car has no relationship to the procedure and or outcome regarding any protest inspection. As the driver you are responsible for the car you are driving to be conforming to the rules.

Requirements of both drivers & cars:

Driver *entering* & driver *receiving* the protest, with the same car each was driving when taking the original green flag start of the first lap of the affected event must complete all laps as did the race leader. Additionally, driver *entering* the protest, along with the same car must have taken the green in the last three consecutive, on the schedule feature events at Caprara's Can Am Motorsports Park, meaning the affected event would be the 4th race. Furthermore, driver/car *entering* protest must finish within five positions of driver/car *receiving* protest. Driver only can enter or refuse the protest. Refusing the dyno protest will immediately require driver/car *receiving/refusing* dyno protest to immediately submit engine for a track tech inspection dyno test. Refusing the track tech inspection dyno test will result in the same penalties as found illegal, in the found illegal section below. Additionally, driver will forfeit the affected event money and points as well as ALL points accumulated at the affected track.

Once protest has been entered, it cannot be withdrawn, no money refunded. In the event of either teams causing additional problems, the offenders driver/car will be assessed the same as found illegal, in the found illegal section below.

Caprara's Can Am Motorsports Park Tech Officials reserve the authority to deny any protest they feel inappropriate or has not followed the procedural guidelines.

Only both drivers, ONE crew member each car & both cars will be allowed in tech area. Additional representatives may be allowed per tech officials IF and WHEN needed, as decided by officials, no explanation from officials will be offered.

Engine pulling action must begin with both cars as soon driver & car *GETTING* protested accepts the protest, and engine must be in the possession of Caprara's Can Am Motorsports Park within 1 hour.

Protest must be LEGIBLY hand written IN DETAIL, with EXACT amount \$1500 CASH only US funds, submitted by driver only, to a tech official only, within 15 minutes of end of feature event. All this must be submitted at the tech area only.

Protest Amount and Engine Submission:

Amount, \$1500 in money *plus* the finishing position engine from driver & car *ENTERING* protest for dyno test at same time of driver and car *GETTING* protested engine dyno test.

Money is only put up for the engine *getting* protested. *No* amount is for the engine entering protest. (\$1500 in levies. With any and all results, \$1000 is forfeited, \$500 is dyno cost and \$500 goes to the track.)

Results:

Engine *GETTING* protested dyno test

Found LEGAL: Driver/car *GETTING* protested receives the remaining \$500.

Found ILLEGAL: Driver/car *ENTERING* protest is refunded the remaining \$500. See found illegal section below.

Engine *ENTERING* protest dyno test

Found LEGAL: Driver/car ENTERING protested receives no money.

Found ILLEGAL: Driver/car ENTERING protest receives no money. See found illegal section below.
Engine *GETTING* protested receives no money with either results.

If BOTH are Found ILLEGAL: (See found illegal section below)

Driver/car ENTERING protested receives NO money back.

Driver/car GETTING protested receives NO money.

FOUND ILLEGAL, any engine found illegal, driver/car will be fined \$1000. This \$1000 is assessed to driver and car, therefore until the fine is paid both driver and car will *not* be allowed to compete at Caprara's Can Am Motorsports Park. Additionally, driver will forfeit the affected event money and points as well as ALL points accumulated at the affected track. The engine will immediately be classified as OPEN engine status, and from then on must conform to all OPEN engine specific rules.

NOTE: Any tech inspection or protest result on any specific car/driver and deemed legal or illegal will not affirm the car/driver 100% conforming with or against the rules as others may interpret it. Opinions are twisted to how each individual is affected by the decision. Therefore, if a specific car/driver is deemed legal or illegal, then opinionated to be conforming or nonconforming to the rules by person(s) other than Caprara's Can Am Tech will offer no proof of an incorrect decision. As the part(s)/component(s) may no longer be in the control of Caprara's Can Am Motorsports Park Tech. Therefore, any and all inspections offer no guarantee that anyone else may agree with the inspection decision. Disagreeing with any judgment will have no effect on the decision. Caprara's Can Am Motorsports Park Tech decision will be final.