

AMERICAN RACING DRIVERS CLUB, INC



Official Rule Book

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www.ARDCMIDGET.com

AMERICAN RACING DRIVERS CLUB, INC

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PREAMBLE TO RULES

The Board of Governors of the American Racing Drivers Club, Inc. is hereby granted without limitation whatsoever the right to FINE, EXPEL, SUSPEND, or otherwise discipline any of the members of the American Racing Drivers Club, Inc., for not observing, adhering to and complying with the Rules and Regulations promulgated by the Board of Governors of the American Racing Drivers Club, Inc.'s Membership Rules, Equipment and Safety Specifications, Competition Rules, By-Laws and Constitution of the Organization. Fines may be levied at the discretion of the Board of Governors against any member, but such fines shall not exceed \$500.00 per member. Suspension from racing activities as differentiated from suspension in membership shall rest in the sole discretion of the Board of Governors.

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In the event there is no penalty provided in a rule, a penalty can be levied at the discretion of the Board of Governors.

Any rule made by the Board of Governors contrary to the printed rules in this book shall become null and void if brought to the attention of the Board of Governors.

Rule changes are only possible by the majority vote of a quorum of the Board of Governors. All major controversial decision is to be conducted by secret ballot. In any area where the term Board of Governors is used, it could be an individual or committee appointed by the Board of Governors.

A member of the Board of Governors may not vote if he or she is directly involved in a particular situation or dispute.

Any rule not in this book will be considered non-existent until the Board of Governors has voted on this matter. It will be the responsibility of the Secretary to keep a master copy of the rulebook available at all times and to notify all officials of any changes.

Throughout this rulebook, the Board of Governors will be signified by B.O.G. The Rules and/or Regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and, by participating in these events, all members are deemed to have complied with these rules. No express or implied warranty of safety shall result from publications of, or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, or others.

Absent bad faith on the part of any ARDC official, all members agree that any interpretation or application of the ARDC rulebook by an ARDC official is non-litigable, and further agree that they will not initiate or maintain any legal action against ARDC or its officials or agents, to reverse or modify such interpretation or application or to recover monetary damages or any other equitable relief. Any member who initiates such action in violation of this section shall be responsible for all costs, including reasonable attorney's fees, incurred by ARDC in defense of that action. Notwithstanding the foregoing, in the event any member brings such action against ARDC or its officials, all members hereby waive any right to a trial by jury in such action and accept that the matter will be tried before a judge of competent jurisdiction.

Track regulations and state laws will supersede this book.

MEMBERSHIP RULES

MR-1 MEMBER IN GOOD STANDING

A member in good standing is a paid-up owner, driver, crew member, lifetime member or working official who has not been under suspension during the past calendar year.

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- A. A driver must be at least sixteen years of age within thirty days of the event.
- B. A letter of intent must be presented to the BOG to include 1) proof of age (birth certificate) and 2) a racing resume' to include racing experience and references to be evaluated by the BOG. The final decision will be made by the BOG on a case by case basis.
- C. The letter of intent must be received by the BOG at least thirty days prior to the first race to be considered for eligibility.

MR-2 ELIGIBILITY TO VOTE

All members have the right to vote on items other than ESS and CR rules, (i.e. elections of officers, budgetary items and alike) provided they are in good standing at the time of voting. Only registered car owners, in good standing may vote on items pertaining to the ESS and CR portion of the Rule Book.

Note: A vote is defined as one (1) vote for each car number, provided the car has competed in at least 25% of the races during present calendar season.
(See MR-6-B-2)

MR-3 ELIGIBILITY TO HOLD OFFICE

- A. Any registered member in good standing who has been a member for at least one year may hold office and will be voted into office pursuant to MR-2 above provided.
- B. Elected officials and working officials must obtain a paid membership before holding any position with ARDC.

MR-4 WORKING AGREEMENT

A Working Agreement is a written document between named organization/s and ARDC which provides terms under which 1) co-sanctioned races may be conducted and 2) the terms under which club members may race in the other sanctioning groups events without joining the events sanctioning body, a.k.a. Temporary Permit or TP

The Working Agreement may also specify terms under which a competitor can not receive a Temporary Permit to a sanctioning body's event due to suspension, and may also specify terms under which members of either club may not be permitted to compete in co-sanctioned events, if under suspension by one or the other organization.

Working Agreements are to be in writing and are at the discretion of the Board of Governors of ARDC.

MR-5 MEMBERSHIP COMMITMENT TO ARDC

A courtesy call to the **drivers or owners representative** would be appreciated when

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support for a particular event should not be expected from your team. No other restrictions apply.

MR-6 MEMBERSHIP FEES

- A. Membership fees will be determined by the BOG before each season, and will be printed on the membership application.
- B. A driver may compete under a Temporary Permit.
- C. A driver competing under a Working Agreement Temporary Permit arrangement will not receive any championship or handicapping points.
- D. If a driver is competing under the Working Agreement Temporary Permit, and later joins A.R.D.C., those races, which were run under said agreement, will not be used for calculation of voting rights, or toward championship points.
- E. By State and Federal law, all registered car owners will receive a Form 1099 for tax purposes at the end of the Calendar year.
- F. All cars must be registered with ARDC to compete in any ARDC event.

MR-7 NUMBERING POLICY

- A. Car numbers are to consist of double digits starting at 00-09, and numbers 0 thru 99 as registered on the previous years registration entitles the owner of the number assigned to the B.O.G. to campaign this number as long as the car owner remains active. No triple digit numbers will be allowed. Both numbers must be the same size.
- B. If a car owner is inactive (does not run at least one race) for one year, at the end of that year he/she relinquishes the right to hold his/her number, at which time the number reverts back to the B.O.G. for reissuing.
- C. In case of duplication of numbers, the car that is entitled to use that number shall be the car that has been assigned that number by the B.O.G. The car that is not entitled to the number must alter the number.
- D. All numbers must be at least ten (10) inches high and two (2) inches of block or equal lettering. All numbers must be legible to scorers and numbers must be 6" on the nose of the car.
- E. The car number one (#1) shall be reserved for the use by the prior season champion. The champion has the option to use #1 and return to their original number the following year. The owners champion has the initial right to use the #1, followed by the drivers champion if the owners champion opts not to use it.

MR-8 PHYSICAL REQUIREMENTS

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Local Rules

MR-9 SUSPENSION AND FINES

Any ARDC member or official that may be in violation of rules, may be subject to suspension, a fine, or both at the discretion of the B.O.G. (Reference Item CR-8, for specific example, but MR-10 is not limited to CR-8)

The Race Director may suspend a participant for the events of the night of racing at which time the infraction occurred. Additional fines and/or suspension will be determined by the BOG following the conclusion of the event.

EQUIPMENT AND SAFETY SPECIFICATIONS

The construction of any part of a vehicle is subject to the approval of the B.O.G. and in New Jersey, the Department of Law and Public Safety.

All major Engine or Chassis proposal changes must be investigated by an unbiased committee who will report to the Board on its findings and if necessary a polling by mail of the issue be conducted of all active car Owners before a decision is made. (Active Car Owners – Only those car owners currently registered with A.R.D.C. and eligible to vote at the last General Election). A minimum of one calendar year notice is necessary on any major specification reduction. All new engines (those in the opinion of the B.O.G. not conforming to the Published Rules) coming into the club must be approved by the B.O.G. before competing with A.R.D.C.

ESS-1 AXLES AND HUBS

- A. Front axles must be steel

- B. There shall be no mechanically adjustable camber devices

ESS-2 BELLY PANS

All cars must have an underpan(s) below the cockpit at all times. At no time shall the pans extend beyond the mainframe rails of the car, except for “wrap around belly pans”

ESS-3 BRAKE SYSTEM

- A. Carbon or carbon composite brake discs are not allowed. The use of carbon fiber or other composite material in the braking system is not allowed.

ESS-4 BUMPERS AND NERF BARS

- A. All cars must be equipped with both a front and rear bumper securely fastened to the structural components of the car. The rear bumper must be designed to give maximum protection to the fuel tank and designed without any studs pointing

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downward. A basket type is recommended. (All bumpers and their mounting are subject to approval of the B.O.G.).

- B. Bumper material shall have a minimum O.D. size of 7/8 inch, and a maximum O.D. size of 1 inch and must be constructed of round steel tubing. There shall be no bumpers allowed with a wall thickness of less than 0.060 inch, nor a wall thickness of greater than 0.095.
- C. Bumpers and nerf bars MAY NOT be secured by pop rivets or hitch pins.
- D. All cars must be equipped with auxiliary bumpers, sometimes known as nerfing bars. Nerfing bars must be constructed of round steel with a minimum O.D. of 7/8 inches, a minimum wall thickness of 0.060 inches and a maximum wall thickness of 0.095 inches. Nerfing bars (and all bumpers) may not be hitch pinned or riveted to the chassis. They must be attached by bolts – a minimum size of 10- 32s.
- E. It is recommended that these bars be within two inches of the outside edge of the tire, but must not extend beyond the outside edge of the tire.

ESS-5 ROLL CAGES

- A. All cars must be equipped with a full roll cage constructed of seamless steel tubing (chrome moly or higher grade) with:
- B. A minimum wall thickness of 0.095 inch. For clarification purposes, the roll cage includes the “upright” components attaching to the top of the “cage” extending from the lower frame rail, the cage tubing, and bracing of same wall thickness material. The front and rear tubing connecting cage sides shall be a minimum of 0.095 inch wall tubing. It is highly recommended for all cars registered and competing in ARDC after January 1, 1998; roll cage construction shall be of seamless steel tubing (chrome moly or higher grade) with a minimum outside diameter (OD) of 1-3/8 inches, with a minimum wall thickness of 0.095 inches. In no case shall the minimum OD be less than 1-1/4 inches.
- C. The top of the cage must extend three inches above the driver’s helmet, to be measured directly above driver’s head while being in the car with helmet on.
- D. The roll cages must be gusseted in all corners. (It is recommended that the gussets be made from SAE 4130 Chrome Moly seamless tubing.)
- E. All roll cages must be welded to the frame.
- F. The cage mounts must be braced at all main mounting points adequately. This bracing must meet the approval of the B.O.G.
- G. All roll cages shall be equipped with a “v” or “x” type gusset on a two-inch space

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between all junctions.

ESS-6 DRIVER SAFETY – COCKPIT AREA

- A. Seat belts and the military type over-the-shoulder straps are mandatory at all times when competing in any A.R.D.C. event (race, warm-up, or demonstration)
 - B. Belt Specifications:
 - a. Lap Belts:
 - 1. Lap Belts must meet latest SFI specifications.
 - b. Shoulder Harness:
 - 1. Two individual straps, designed to join with the quick release mechanism in the lap belts. Double mountings are required.
 - 2. Minimum width of three inches, unless “hans” device is used in which belts designed for use with the “hans” device maybe used.
 - 3. Two belts, joining in a “Y” and forming one strap behind the neck of the driver may not be used.
 - 4. Straps should pass over a bar approximately 2 to 3 inches below the driver’s shoulders. This bar should keep straps from spreading no more than 4 to 6 inches apart. Straps should be attached directly to a strong structural member of the frame.
 - 5. Where the straps pass through the seat or body structure of the car, the edges must be rolled and/or grommeted to prevent cutting or chafing of the straps. No cut or chafed straps will be allowed. Decision by BOG.
 - C. Crotch Belts:
 - a. Mandatory, mounted to a strong member of the frame and must lock into the quick-release mechanism with the lap belts and shoulder harnesses.
- NOTE: All belts must bear the date of manufacture and can be no more than two (2) years old and cannot expire during the ARDC season of that current inspection. Belts are subject to inspection by the BOG.
- D. Belts and shoulder harnesses should be worn as tightly as possible.
 - E. Arm restraints are mandatory. The arm restraints must also hook into the common quick-release mechanism.
 - F. All drivers must wear a one-piece fire resistant suit while driving in any race, practice, or demonstration.
 - a. Nomex-type material
 - b. Worn snugly at the neck, wrists, and ankles.
 - c. In good condition, properly fitted, clean, no holes and/or repairs.
 - d. Nomex underwear, socks, masks, gloves, and/or helmet skirts and shoes are also mandatory.

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- G. All cars shall be equipped with a high back seat constructed of aluminum. Full containment seat is recommended.
- H. The B.O.G. recommends that all drivers participating in races, warm-ups, and demonstrations wear a full-faced helmet in good condition with a special application rating for open cockpit racing. B.O.G. recommends all helmets meet the latest SNELL foundation specifications.

ESS-7 DRIVE TRAIN

- A. All revolving parts inside the cockpit must be shielded by a suitable guard
- B. All cars must have a declutching device in proper working order.
- C. No four-wheel-drive cars shall be allowed.
- D. Driveline must be between the driver's legs.
- E. The driveline must be parallel to the chassis centerline, at a 90-degree angle to the engine motor plate and have only one (1) U-Joint in its construction.
- F. No gearboxes, transfer cases, or interruptions of the line between the coupler and U-Joint at the back of the crank flange (i.e. dropped drive lines) will be allowed.
- G. No carbon fiber driveline components are permitted.
- H. No radius rods may be mounted inside the mainframe rails.

ESS-8 ENGINES

No Toyota or SR-11 engines allowed

- A. Engine type, size and configuration rules listed below are for 2021 season and beyond.
- B. All cars must be equipped with a working tachometer.
- C. RPM limits.
 - a. Pushrod engines maximum 8800 rpm (8700 rpm for USAC National Races)
 - b. Single overhead cam engines maximum 9800 rpm
 - c. Honda K-series maximum 9400 rpm (probationary)
- D. All engines must be normally aspirated, internal combustion, four cycle, reciprocating piston type, incorporating a maximum of six cylinders. Only one spark plug per cylinder will be allowed.
- E. ARDC reserves the right to disallow any engine for competition, which in its

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judgment does not meet the spirit and intent of competitive racing, in regards to cost and/or performance.

- F. Any engines not covered by the specifications below must be submitted for approval prior to entering the competition.

Pushrod Type Engines

- A. Four cylinder in-line, two valves per cylinder, water cooled, utilizing an aluminum block and/or head. Maximum 168 CID (2753 cc).
- B. Four cylinder in-line, two valves per cylinder, water cooled, IRON BLOCK AND HEAD with intake and exhaust ports on the same side of the head. Maximum 184 CID (3016 cc).
- C. Same as (B.) except utilizing a "cross-flow" cylinder head. Maximum 174 CID (2852 cc).
- D. Same as (B.) except using an Aluminum Block and an approved non-cross flow aluminum "Fontana" cylinder head. Maximum 174 CID (2852 cc).
- E. Four cylinders horizontally opposed; two valves per cylinder. Intake and exhaust valves must be in-line and on the same axis. Maximum 174 CID (2852 cc).
- F. Maximum of six cylinders, V-type, (maximum 90 degrees), two valves per cylinder, water cooled, iron block and head. Maximum 174 CID (2852 cc).
- G. Same as (d.) except utilizing Aluminum Block and/or head. Maximum 168 CID (2852 cc).**

Single Overhead Camshaft Type Engines

- A. Four cylinders in-line, aluminum block and head, Esslinger and SR-11 type engines. Maximum 161 CID (2639 cc).
- B. Maximum of six cylinders in-line or V-type (maximum 90 degrees), water cooled two valves per cylinder. Maximum 146 CID (2393 cc).
- C. Four cylinders horizontally opposed, rocker arm actuated four valves per cylinder, water cooled engine. Maximum 122 CID (2000 cc).

Badger Engines

- A. All engines must be inline, normally aspirated, internal combustion, four-cycle, reciprocating piston type, incorporating a maximum of four (4) cylinders and a maximum of four (4) valves per cylinder. Engines must be a production engine from a passenger vehicle and reasonably available in the United States. No engines may be used from passenger vehicles that have not been sold by an officially authorized manufacturer dealership.

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- B. All engines are allowed a maximum displacement of 148.820 CID.
- C. All engines must use an OEM block, OEM cylinder head, and OEM crankshaft combination from the same manufacturer.
- D. Lightening the engine block or cylinder head is limited to removing material for the purpose of fitting the engine into the chassis. Removal or addition of material to improve oiling or cooling will be permitted.
- E. Lightening of the crankshaft, beyond minimal material removal for balancing, is PROHIBITED. Offset grinding of the crankshaft journals is PROHIBITED. Gears may be removed.
- F. Titanium and aluminum connecting rods are PROHIBITED.
- G. Titanium valves and valve springs are PROHIBITED.
- H. Cylinder head ports MUST remain stock as cast. No alterations from original OEM specifications allowed.
- I. Operational variable valve timing (VVT) is PROHIBITED.

Badger Engine Ignition & Electronics

- A. The use of electronic logic processors to record continuous data from the race car are limited to functions of approved ignition systems and wireless systems housed in a single unit, independent of any other device, and unable to transmit to or from any other device while on-track.
- B. Any form of traction control is strictly PROHIBITED.
- C. Approved electronic ignition and fuel delivery systems; MSD 6214 Midget, Performance Electronics PE3-IG2, Electromotive XDI, Electromotive TECs and TECs200. Approved electronic systems are limited to functions as supplied by the manufacturer.
- D. The following sensors are the only sensors permitted: crankshaft position, camshaft position, water temperature, oil pressure, tachometer, wide or narrow band air fuel ratio meter, throttle position (TPS), fuel pressure, and manifold absolute pressure (MAP) sensors.

ESS-9 EXHAUST SYSTEM

- A. The exhaust system must exit behind the rear of the motor plate, and must deflect away from the driver's compartment.
- B. Mufflers are mandatory.

ESS-10 FUEL AND FUEL SYSTEM

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- A. Fuel is to be straight methanol with a specific gravity of .7902 + or - .02 at 70 degrees Fahrenheit. NO additives of any type are permitted. Any fuel found to be outside said specifications is deemed illegal and subject to disqualification.
- B. All fuel must be contained in a single, conventional uncut Midget tail and tank assembly located behind the driver and on the centerline of the car. No part of the fuel tank may extend below the bottom of the frame rails. The fuel tank must have a minimum capacity of eighteen (18) gallons.
- C. All cars must be equipped with a fuel shut-off valve, one easily accessible to driver. It is recommended that the fuel shut-off valve be located on the dashboard. An optional second shut-off valve is recommended to be located in the main fuel line between fuel tank and rear motor plate. It should be clearly marked in a contrasting color.
- D. Fuel tank top and bottom plates must be mounted between the bladder and the tank shell.
- E. All fuel tanks must have a bladder, which must conform to the shape of the tank.
- F. No fuel tanks will be allowed under the driver's seat.
- G. All fuel systems must be vented with a one-way check valve or some positive venting system approved by the B.O.G.
- H. Fuel cell must be conventional type and mounted in center of the vehicle

ESS-11 KILL SWITCH

All cars must have a cut-off switch in A) an accessible place on the dash, or B) on the steering wheel spoke, either or both marked in red.

ESS-12 STEERING AND MAGNAFLUXING

- A. All highly stressed steering parts must be made from SAE 4130 (chrome moly) steel or an alloy specified by the manufacturer as equivalent in physical properties. Quick release steering hubs are mandatory. Removable pins in the steering hub are not allowed in ARDC.
- B. The steering gears and all linkage must be in good workmanship and must pass inspection of the B.O.G.
- C. The following items are recommended to be manafluxed annually:
 - 1. Pitman arm
 - 2. Cross steering shaft
 - 3. Main steering shaft
 - 4. Worm steering gear
 - 5. Sector steering gear

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6. Front hubs
7. Spindles
8. Spindle & steering arms
9. Front axles
10. King pins
11. Drag link
12. Tie rod
13. Rear axle
14. Torsion arms and bars
15. Heim joints

D. Rack & Pinion steering is allowed provided it is equipped with a "slip yoke".

E. Magnafluxing after any serious accident shall be at the discretion of the B.O.G.

ESS-13 THROTTLE TOE STRAP

- A. All cars must be equipped with a throttle toe strap, not necessarily a stirrup.
- B. A minimum of three (3) return springs in different locations, provided that a minimum of two (2) of the aforementioned springs are connected directly to the butterfly shaft at different directions.

ESS-14 WHEELS AND TIRES

- A. Only wheels with a diameter of 13" are legal. A 10" wide wheel is allowed on the right rear only. Only wheels 8 1/2" or less for the other three (3) corners of the car. No splined wheels are permitted on the front of the racecar.
- B. The maximum tire width on an eight (8) inch wide wheel will be twelve and one-half inches (12 1/2") sidewall-to-sidewall. The maximum tire size on a ten (10) inch wide wheel will be fourteen and one-half inches (14 1/2") sidewall-to-sidewall. The maximum sizes to these wheels and tires must pass a test of a gauge approved by the B.O.G.
- C. Tires may not be altered in any way, with the exception of normal grooving or siping, approved by the B.O.G. All tires must be either a racing tire or a tire approved by the B.O.G. No tires with any form of studs may be used. No dual wheels may be used. No tandem wheel system may be used.

ESS-15 CAR CONSTRUCTION

- A. All cars must be of the open wheel, open cockpit type. The bodywork must give the appearance of completely covering the frame. The engine must be covered with a cowling secured in place, but need not enclose the sides of the engine compartment. The cars body, driver's seat and fuel tank assembly must be mounted on the chassis centerline. All cars must have an underpan below the cockpit area.

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- B. All body panels must be readily removable. Right side cockpit panels may be a maximum thirty-three and one-half inches (33 ½") high as measured from the top of bottom frame tube. Left side cockpit panels may be a maximum of twenty and one-half inches (20 ½") high as measured from the top of the bottom frame tube. Any hood or cowl panels higher than thirty-three and one-half inches (33 ½") on the right side and twenty and one-half inches (20 ½") on the left side as measured from the top of the bottom frame tube may not extend rearward past a point 24 inches forward of the rear vertical (or most forward) roll cage tube. No air ducting of any kind under the hood. Upper side panels may be a maximum of seven (7") inches in the rear measured from the top of the roll cage tapered down to five (5") inches in the front. Sun visors are limited to five (5") inches in the center. Sun visors and side panels cannot extend above the cage. No tape can be added. The top surface of the nose may not be dished or concave more than one (1") inch. This dimension will be measured from a straight edge lying on the longitudinal axis of the car. This one (1") inch dimension includes any flairs or wickerbills. All body panel rules listed above will be strictly enforced (See ESS-9, I.)
- C. Cars utilizing in-line engines are limited to a maximum forty-five (45) degrees engine layover (angle from vertical) as measured through the crankshaft and/or cylinder bore centerlines. V type engines are limited to forty-five (45) degrees inclination (from vertical) for the left side cylinder bank.
- D. Independent suspension is not permitted. The cars axle connecting the wheels must be of one-piece tubular construction without the capability of camber adjustment to the wheel assembly. Any other construction will be considered as independent suspension.
- E. Chassis must be constructed of steel. No other material may be substituted.

ESS-16 WHEEL BASE, TREAD WIDTH AND SUSPENSION

- A. The wheelbase shall not be less than sixty-six (66) inches or more than seventy-six (76) inches.
- B. Only manually controlled cockpit adjustments are allowed. No powered hydraulic, computer controlled, or electronic traction systems.
- C. The tread width will be sixty-five (65) inches maximum, as measured from outside the rear tire and/or the front tire assemblies respectively. 65 is 65. Pass is pass. The car may not be touched or moved during inspection. Only owner and driver may be in tech area.

ESS-17 WEIGHT RULE

- A. The minimum weight allowed for car and driver competing in ARDC events shall be 1050. This minimum weight shall be according to the scales provided for the event as measured after the feature event. The particular scale provided for the

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event (may be the track's scale, may be a member's scale, etc) must be available prior to the event's heat races. The number of cars to be weighed will be announced prior to the feature and is at the discretion of the B.O.G.

- B. SUPPLEMENTARY WEIGHT
- C. All "bolt on" weight must be confined to the cockpit area. After the motor plate, forward of the rear axle and within the confines of the left and right frame rails.

ESS-18 INSPECTION STICKERS AND COMPETITION INSPECTION

- A. The inspection sticker received at the year's start or the first event competed in, is a safety sticker only. The sticker does not make the car competition legal. Competition legal status is granted by the tech inspector for ARDC. Inspections will be conducted at random times during the season. Anyone found not competition or safety legal shall not compete in any event until re-inspected by the tech inspector, and certified competition legal.

ESS-19 TRANSPONDERS

- B. All cars must be equipped with a transponder.
- C. The AMB TranxX260 is the recommended transponder. If a transponder is not registering properly with the scoring system, the driver will have to rent a
- D. Transponders must be mounted on the rear left down tube between the rear bumper mounts. Tech approved.

ESS-20 CHAIN DRIVE

- A. Chain driven D2/ Lightning sprints are welcome to run with ARDC. They must conform to their local rules. They are not legal for USAC/ARDC combined events.

COMPETITION RULES

CR-1 CAR AND DRIVER CHANGES

- A. Any qualified car may be driven by an eligible driver but must conform to the practices outlined in this rule.
- B. A driver may get out of one car to drive another, although the first car may not be disabled, but after driving the second car, he may not get back into the first car whether the second car is qualified or not.
- C. In the event that a car is disabled in a heat race, although it may have qualified, the only car that may be substituted shall be the next car in line qualifying in that heat, if competing at the completion of the race.
- D. The driver must finish the heat to be eligible for redraw in the feature.
- E. If a driver change takes place in a car already qualified in a heat, the driver will

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start at the rear of the consolation or if a consolation event is not run, then the driver will start at the rear of the feature line-up in the car that he or she has moved into.

- F. No driver change during the feature will be permitted.
- G. The driver will receive driver championship points in only one qualifying race per racing event. This to be the last qualifying race they run.
- H. If a driver vacates a qualified car, then that car becomes eligible for the consolation event, but starts behind the regular “consi” cars.
- I. If a qualified car is disabled for a valid reason, a back-up car may be used. The car must be registered with the ARDC Race director and the car will need to be re-qualified. The car will start at the rear of the next qualifying event (Consolation). If a consolation is not required due to car count, the car will start at the rear of the feature event. **The Race Director has final approval of any car changes.**

CR-2 CAR CONDITION AND APPEARANCE

- A. All cars must arrive at the track in good mechanical condition and must have a good clean appearance. This includes the appearance of the crew and driver.
- B. Any car which, in the opinion of the B.O.G. is not in good condition shall not be allowed to compete.
- C. If the car arrives at the track with a dirty or un-kept crew, the BOG shall have the right to insist that this crew does not push the car onto the track for that day (or evening) event.

CR-3 CHAMPIONSHIP POINTS

- A. Championship points in the feature will be awarded as follows:

<u>Position</u>	<u>Points</u>	<u>Position</u>	<u>Points</u>	<u>Position</u>	<u>Points</u>
1.	100	11.	50	21.	18
2.	95	12.	45	22.	16
3.	90	13.	40	23.	14
4.	85	14.	35	24.	12
5.	80	15.	30	25.	10
6.	75	16.	28	26.	8
7.	70	17.	26		
8.	65	18.	24		
9.	60	19.	22		

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NOTE: Only registered A.R.D.C. owners and drivers prior to an event will receive championship points.

B. Championship points will be awarded in the heats as follows:

<u>Position</u>	<u>Points</u>	<u>Position</u>	<u>Points</u>
1.	15	7.	6
2.	12	8.	5
3.	10	9.	4
4.	9	10.	3
5.	8	11.	2
6.	7	12.	1

C. Championship points (25) will be awarded to all who attempt to start a car on the racing surface. (Known as appearance points)

D. In the event that qualifying heats are completed and the feature for those heats is not run, championship points will be awarded for said heats. All cars and drivers who competed in the event will receive appearance points.

CR-4 FLAGS

Green Flag

The green flag (or light) shall be used to start all races and means that the course is clear. No race shall be started until the green flag is waved.

Yellow Flag

The yellow flag (or light) means that the leader must bring his car to pace lap speed and the following cars must close up behind the leader in single file. There will be no racing to the yellow flag.

Black Flag

The black flag is the consultation flag and when given, must be obeyed immediately.

1. When there is some question that a car has a problem, the starter may throw the yellow flag, then black flag the car to be inspected. After inspection and no problem is found the car will rejoin the field in its proper position.
2. The starter may use this flag not only for disqualification due to infractions of the rules, but also for some mechanical trouble which might make the car dangerous.
3. Any driver who does not obey the black flag immediately shall be subject to a fine of not more than \$50.00 and/or suspension of not more than three (3) race meets. This disciplinary action will be decided on by the B.O.G.

Red Flag

The red flag (or light) means that the racecars must stop immediately and safely.

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White Flag

The white flag shall be used to designate one lap remaining.

Checkered Flag

The checkered flag shall indicate the finish of the race. In event an error occurs, the final position of the cars shall be determined by the scorer's records.

Note: Any participant involved in an incident on the track must remain with their race car unless it is medically impossible. There will be a fine of \$50 for the first offense with stiffer penalties to follow for subsequent actions.

CR-5 OFFICIALS

The BOG shall approve all officials who work at the track and are supplied by ARDC, and who actively help keep the show rolling, such as the starter, scorers, stewards, and other personnel.

CR-6 OIL AND WATER, THROWING OR DROPPING

Any car seen and proven to be leaking or otherwise dropping any fluid on the track will be disqualified as dangerous and be removed from competition until such time as the problem is corrected.

CR-7 PACE LAP

- A. The pace lap will be held to a moderate speed.
- B. Once a car is pushed off, it may not stop. If it does, then it will start at the rear of the field.
- C. A car may be brought in by working officials for a safety check. If the car is found to be safe, the car will restart in his/her original position when the safety check was requested.
- D. A car must start within one lap of being pushed off or leave the track.
- E. If there is a pace car, you cannot pass it, unless you are directed to do so by an official.

CR-8 PIT ACCESS AND BEHAVIOR

- A. An owner is responsible for the conduct of the car's crew at the track with the exception of the driver.
- B. All owners and drivers, crew and team members must act like gentleman and ladies at the track.
- C. Any individual who may get into a fight or unseemly argument at the track shall immediately be suspended from the remainder of the days or nights events and

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may have a fine of not more than \$200.00 or up to six (6) race meet suspension imposed upon them at the discretion of the BOG.

- D. In the event of a disagreement, any member taking physical action against any individual or personal property, for any reason, is automatically 1) fined in the amount of that events purse of the participating race car being associated with the member in question, and 2) suspended from participation for a two (2) completed races.

CR-9 PROTEST

- A. Any participant may file a protest against another owner/driver for any infraction of the rules.
- B. A protest must be made in writing and shall be given to the B.O.G. A protest fee of \$150.00 must accompany any non engine related protest. Engine related protests, that require disassembly of the engine, will require a protest fee of \$1,000. A protest must be made by either a car owner or driver but only one needs to be present at the time the protest is made.
- C. The B.O.G. shall immediately inform the person in charge of the car that it has been protested and this car may not be moved from the premises until the B.O.G. has inspected the car. He must then be informed what part or parts of the car must be stripped for inspection. The crew must strip the parts required with a tech inspector or Vice President present.
- D. The examination need not be made until the competition is completed.
- E. If the BOG. is refused the right to examine the protested car, it may be presumed to be illegal and suitable penalties may be levied.
- F. If the protest is found to be valid, the protest fee shall be returned to the protestor and the BOG. shall take appropriate action.
- G. If the violation is found refer to disqualifications.
- H. If the protest is found not to be valid by inspection, the protested car shall receive the protest fee.
- I. At anytime the B.O.G. may, at its option, inspect the first five (5) finishers in the main event, or any car believed to be illegal in any way.
- J. All protests shall be settled at a special meeting of the officials and Vice President.
- K. All finishes will stand as posted by official scorers.

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CR-10 RACE DIRECTOR

- A. The Race Director shall be responsible for all A.R.D.C. activities at the racetrack. **He will have the total support of the B.O.G. while at the racetrack.** They will supervise the activities of the starter, scorer, safety committee, pit steward, other miscellaneous officials and participants.
- B. If the Race Director or majority of the B.O.G. feel a situation demands the arbitration of the B.O.G., the problem will be documented by the secretary or his/her stead and discussed in a session to be conducted at a location other than the race track.
- C. The Race Director will initiate and chair all competitor meetings at trackside.
- D. The Race Director will oversee all competitive events and have the authority to take punitive action on any individual who is in violation of the defined rules, or who, in the judgment of the Race Director, has a negative effect on the program in progress. Any judgment decision made by the Race Director that is not directly contrary to the written rules cannot be overturned by the B.O.G.
- E. To ensure an efficient racing program, the Race Director shall monitor the performance of all officials. He shall have the authority to recommend punitive action, to be imposed on any official who is not fulfilling his/her duties in an expeditious manner. The B.O.G. shall pass on the recommended actions.

CR-11 RACING CONDITIONS

Starts and Restarts

- A. All starts and restarts will be at the discretion of the starter. The green flag will be waved, and then if there's a bad start/restart the yellow will follow.
- B. All restarts will be single file after the first lap has been completed.
- C. After two false starts, the offending car or cars will be sent to the rear of the field
- D. Once the cars are lined up double file and ready to start and a car drops out, there will be no crossing over to fill in. The entire line behind the car that drops out will move up.
- E. All double and single file restarts require that all drivers be in line and are closed up tight, nose to tail, with no cars out of line to take advantage of the start. Lapped cars will be moved to the rear of the field in the position they were running. Any driver who is seen to be taking advantage of another under this rule will be penalized at the end of the event,
- F. On restarts following the yellow flag, the drivers must fall in line immediately, single file nose to tail, in the position in which they were running on the previous complete green lap.

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- G. If a car does not take the initial green flag in any event that car is done for that event
- H. No car is permitted to pit during a race and return to track.

Spins

- A. A first lap spin or accident will require a complete restart provided you are still on the track surface. The spinning car/cars will restart at the rear of the running field.
- B. In the event of a spin or minor accident and the yellow flag is waved, the car or cars involved may be restarted if they are able to at once. These cars will start to the rear of the running field in the order they were running to each other on the last lap scored.
- C. Competitors will be permitted to stop no more than twice (2 times) per event except as directed by the officials of ARDC. Stops directed by officials are items such as, but not limited to, Red Flag stoppages, Black Flag consultations, and alike. Stoppages as a result of spins, crashes, or stopping on ones own on the track surface, which require an assisted start, except as herein provided will be counted as a stop. An event is defined as a heat race, a consolation race, a feature race, etc. A race event may be defined as an evening's program at a specific location made up of one or more of the above mentioned races and thus is not strictly subject to the two stoppages rule herein addressed.
- D. Three Spin Rule. There will be three push off's (initial push and two additional push off's).

Observing the Officials

- A. All drivers have the responsibility of observing and complying with the working official's signal. A maximum of two laps will be given to a driver to notice the working official's signal.
- B. Any driver who twice ignores an official's signal will be disqualified from that heat, consolation or feature.
- C. All cars behind the leader must maintain their relative position unless otherwise directed by a working official.

Gaining Positions Illegally

- A. Any car illegally gaining any position on a start will be penalized at the completion of the race, two positions for each one gained.
- B. If the driver does not comply with an official's signal, the car will then become subject to the penalty at the end of the race.
- C. The Starter, Race Director and Scorers shall have the prime authority regarding

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the decision of whether a car illegally gained a position or not.

- D. The driver has the right to voluntarily change his position during the race under the yellow flag. This change must be to the rear of the field.
- E. Rough Riding: Rough riding is defined as a deliberate, damaging or flagrant act of driving executed by a driver against another driver in order to gain an advantage or improve one's position on the racetrack. The driver will be given a warning for a first offense, depending on officials concurrence. If takes two officials to make a call. Infractions are subject to B.O.G. review if necessary.
- F. Heat races: Driver will be black-flagged and immediately stopped being scored. Driver and Car will receive no points for the heat race, and will start last in the consolation event / feature event.
- G. Feature: Driver will be black-flagged and immediately stopped being scored. Driver and car will be paid for last place, and will not be awarded championship driver points or championship car owner points.

Red Flag

- A. There will be NO FUEL STOPS DURING THE RACE, except, at the discretion of the Race Director if it is absolutely necessary. If a mandatory fuel stop is called by the official's, NO work may be performed at this time other than adding fuel. (only two people per car will be permitted).
- B. If the red flag is caused by weather and the field is sent to the pit area, work may be performed on the car.

Lost Laps

Any car in a race that is more than two laps behind the leader and cruising shall be flagged off at the discretion of the working officials and he is no longer competing.

Checkered Flag

- A. After the leader has received the checkered flag and you pass the start/finish line, the race is over for you. When the balance of the field has passed the start/finish line the race shall be terminated and all scoring shall cease.
- B. All scoring and the final finish will be based on the scorers score sheet and the laps completed.
- C. If an event is declared complete by the display of the red flag (after 75% by accident 50% by weather) the cars involved and/or not completing the last lap (taking the checkered flag after the leader – this could be a red flag) shall be paid off for the positions they were running in respect to each other in their last scored lap, but will be scored behind all cars which were still running at the time the race is completed or stopped.

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D. A completed lap is determined by track discretion.

CR-12 STARTER

- A. The starter will initiate green flag activities from the starter's platform or similar off-track location on all occasions.
- B. Race control over the field will be exercised by the starter from the designated area (starter's stand). Race control shall consist of flag manipulation, hand signals, or other commonly used communication media for transmitting messages to competitors.
- C. The starter will remain in the starter's stand at all times during the race. During yellow or red flag activity, the starter must remain in the start's stand to act as the key observer to direct track activity.
- D. During or initiating a restart, either from a red flag or yellow flag condition, the starter will observe the field to ensure the proper restart procedure is followed and designated caution speed is observed.
- E. The re-alignment of race cars will be accomplished by the individual designated as Race Director who will use all appropriate means to ensure a green flag condition within five laps after all vehicles have been put in motion.
- F. In the instance of a false start, the starter will release the green flag to be followed by a yellow condition within one lap. The starter shall have the discretion of reverting any car responsible for the false start to the rear of the field.

CR-13 STARTING LINE-UP AND HANDICAP RULES

Handicapping:

- A. 1st race of year. TBD
- B. 2nd and subsequent races. Season long point average. Low point to front, high point to rear of event.
- C. Top 4 from each heat start feature in handicapped position
- D. Previous race winner to start 12th.
- E. If you miss an event you will start no better than 12th at the next event
- F. All MEMBERS will start in their earned position regardless of experience. However, the race director tired reserves the right to request anyone to start at the rear of the field as he or she sees fit.

Heat Race/ Qualification:

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- A. Heat race lineups will be determined by handicapping.
- B. Drivers unable to start in their scheduled heat race will automatically be placed last in the consolation or Feature Event.
- C. If a Rookie finishes in top twelve in heats, he will still start at the rear of the field. His place will be taken in top 12 by next finisher in his heat race.
- D. Feature qualification and eligibility for handicapping:

# Heat Races	Total # Cars Advancing from Heats	# Cars Advancing per Heat	# Cars for Handicapping per Heat	# Cars Advancing from Consi
2	All Cars	All Cars	6	N/A
3	12	4	4	8

Consolations:

Starting lineup will be “heads up” from the Heat Race finishing order. The number of cars that transfer to the feature will depend on the number of cars already qualified (see figure above).

Features:

- A. 20 cars will start the feature. It is the track/promoter’s discretion to start more than 20 cars if they do not wish to run a Consolation Race.
- B. Rookies may start at the rear of the field determined by Race Director’s discretion.
- C. After the initial push-off of the cars for the event, should any competitor decide to drop out, or move to the rear of the field, there will be no crossover to fill the spot vacated. All rows will move straight up; remember no crossover.

CR-14 TRACKS

- A. The A.R.D.C. shall not compete in any race unless there is at least one ambulance and adequate fire equipment (this includes during warm-ups and demonstrations)
- B. Fire safety crews will meet with the officials before the events start.

CR-15 RACE COMMUNICATIONS

No radio communications between cars and crews will be allowed. However, radio communications between working officials and the drivers is mandatory. Radio

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frequencies used by the club are as follows –

Drivers – Channel 1 – 464.550

Drivers – Channel 2 – 466.6875 – this is the primary channel

CR-16 POST RACE INSPECTION

- A. Top three (3) finishers will go to victory lane.
- B. Any of the top three (3) cars without an engine seal may be pumped.
- C. All three (3) cars may have a fuel sample taken and tested per rule ESS-11A.
- D. All three (3) cars will be measured for wheels and tires (Rule ESS-16) and wheelbase and width (Rule ESS-18)
- E. A predetermined number of cars may be weighed after the feature event (Rule ESS-20)
- F. All violations to be handled as noted in Disqualification Section.
- G. Disqualifications – Any competitor failing post-race inspections will lose all championship points for that event, all money earned for that event.

CR-17 TIRES

- A. The contract between The American Racing Drivers Club (ARDC) and Hoosier Tire will be in effect for 2016 and 2017 ARDC racing seasons. This contract stipulates that Hoosier Tires be used on all four corners of the racecar. Money from Hoosier will be distributed every week in the total purse.
- B. Only SP2, SP3 and SP4 can be used on the right rear
- C. LF – D12 and D15, RF – D12, D15 and D20, LR – D12 and D20

Note to all competitors, members and officials:

Interpretation of rules will be at the discretion of the technical inspector. All decision by ARDC Club Officials will be final. These rules are intended to be a guideline in the construction of racecars and the conducting of race events. If the rules do not state you can do something, assume you CANNOT. Please re-read the PREAMBLE TO RULES.

NEW JERSEY RULES GOVERNING OPEN COCKPIT RACING

<https://casetext.com/regulation/new-jersey-administrative-code/title-13-law-and-public-safety/chapter-62-motor-vehicle-race-track-rules/subchapter-3-safety-requirements-for-vehicles-and-personnel-road-racing-and-high-performance-driving-schools>

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GUIDELINES FOR AWARDING OF SPECIALTY YEAR END AWARDS

as per Board of Governors 1997

Pursuant to the directive of the 1997 Board Of Governors (B.O.G.), the following outline will be used as a criteria for awarding the following year-end awards:

- ** Crew Chief of the Year
- ** Rookie of the Year
- ** Most Improved Driver
- ** Presidents Award

For 1997 and future years, the Mechanic of the Year title has been revised to Crew Chief of the Year. Criteria to read as follows:

Crew Chief of the Year

Requirements:

1. Crew Chief must be a current member in good standing
2. Must be designated on registration form by car owner.

Guidelines:

The Crew Chief of the Year will be nominated by other crew chiefs. Forms will be offered near the end of the racing season at the pay-off table after the nights racing. Based on the nominations and the requirements listed above, the board will select a recipient. The B.O.G. holds the rights to the final decision based on the following guidelines:

1. Leadership
2. Sharing talents with rest of club
3. Consistency in number of starts and finished based on the percentage of races run.
4. Participation in club events.

Rookie of the Year

Requirements:

1. Rookie must be a current member in good standing.
2. Form of Consideration: Rookie must complete form and return it to the B.O.G. stating the fact that they want to be considered the Rookie Year award. The rookie's past experience is required on the form. The form must be reviewed by the B.O.G. to be considered eligible.

Guidelines:

1. All rookies are on probation for the year based on race event day actions including on the track as well as in the pits.
2. To create an equal playing track, the main criteria of judgment based on points multiplied by number of events (see the multiplier Method to

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determine End of Year Car Owner Award payout system designed by Doug Starrett in 1997). The Board has the final decision in the awarding of the Rookie of the Year awards. The Board also has the right to select any of the following Rookie of the Year, Co-Rookie of the Year, Outstanding Class of Rookies, or no Rookie award for the year.

3. If a rookie starts more than three (3) feature events in one season, he/she is no longer eligible to compete for rookie of the year honors in subsequent seasons.

Most Improved Driver

Requirements:

1. Driver must be a current member in good standing.

Guidelines:

The Most Improved Driver will be nominated by his/her fellow drivers. Ballots will be taken near the end of the racing season at the pay-off table after the night's racing. The Board will review the ballots and choose a recipient based on the above stated requirements.

President's Award

This award is selected by the President with approval from the Halteman family. It will be awarded to said person provided that it is not for performance of commissioned duties. This award does not have to be awarded every year.

