



**2011
OFFICIAL
RULE BOOK**

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Marketing..... Mike Fridley
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**SECTION 1
THE ARCA RULES**

1. Auto racing is, by its very nature, dangerous. ARCA members assume the risk of serious injury or death by their participation, and must accept responsibility for advising spouse and/or next of kin of this fact. The rules and/or regulations set forth herein are designed to provide for the orderly and timely conduct of racing events and to establish minimum acceptable requirements of such events. These rules shall govern all events, and, by accepting membership and participating in these events, all participants are agreeing to have accepted compliance 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 orderly conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. The ARCA official in charge shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinion do not alter the minimum acceptable requirements. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final. ARCA members accept responsibility for the continuing and ongoing inspection of race facilities, race vehicle and related equipment, track conditions, safety equipment and personnel, and to report to ARCA officials promptly any inadequacy or unsafe condition.
2. ARCA rules are intended to provide for the competitive, orderly and timely conduct of ARCA sanctioned events, and to provide for competitors to participate as fairly and equally as possible. From time to time, unforeseen circumstances may dictate the need for race events to occur under extraordinary conditions, subject to special rulings by ARCA officials. ARCA officials may make determinations regarding race procedure, competitor eligibility, or other matters which may deviate from established rule/procedure, in the interest of the sport as stated above.
3. ARCA rules may be amended from time to time by distribution of bulletins to all registered drivers, owners and crew chiefs or as otherwise determined by ARCA as applicable.
4. ARCA officials' interpretation of the meaning/application of rules shall prevail at race events and be final. By accepting membership in ARCA, ARCA members agree that interpretation of rules by ARCA officials are non-appealable, except as provided in the ARCA Rule Book. All ARCA members agree that interpretation of rules by ARCA officials are non-litigable.
5. The term weekly competition refers to weekly ARCA sanctioned racing at Flat Rock and Toledo Speedways. "Touring Series" refers to the ARCA Racing Series, the ARCA Truck Series and the ARCA West Series.

**SECTION 2
MEMBERSHIP/COMPETITOR LICENSES**

A-General

1. Eligibility - ARCA may accept or reject a license application at it's sole discretion, in the interest of the sport of stock car racing and/or ARCA. Conduct detrimental to the sport of stock car racing and/or ARCA, whether in the course of competition or not and/or whether the person was a member of ARCA or not, may result in rejection of a membership application by ARCA.
2. Licenses must be secured from ARCA by all Drivers, Owners, and Mechanics before taking part in any sanctioned events. Single Event license may be secured for entry to pit area at designated events only.
3. Any team member going over the wall must be fully licensed by ARCA.
4. Fees for licenses listed on membership application must be paid before entering.

5. ARCA will issue all licenses from it's headquarters.
6. All license applications are subject to the approval or rejection by ARCA. A license shall be used only by the member to whom it is issued and any member who allows any person to use, or attempt to use, member license in any manner shall be subject to disciplinary action and/or suspension.
7. All licenses must be displayed to ARCA official in charge as directed when registering at a race meet or other event.
8. Any injured or suspended member shall not participate in any event without approval of ARCA officials. ARCA reserves the right to request a doctor's release at any time.
9. Broadcast and Other Rights—Each ARCA Member grants to ARCA, by virtue of participation in ARCA sanctioned racing events, exclusively and in perpetuity any and all rights to broadcast, transmit, film, tape, capture, overhear, photograph, collect or record by any means, process, medium or device (including but not limited to television, cable television, radio, pay-per-view, closed circuit television, satellite signal, digital signal, film productions, audiotape productions, transmissions over the Internet, public and private online services authorized by ARCA, sales and other commercial projects, and the like), whether or not currently in existence, all images, sounds, and data (including but not limited to in-car audio, in-car video, in-car radio, other electronic transmissions between cars and crews, and timing and scoring information) arising from or during any ARCA event and that ARCA shall be the sole owner of any and all copyrights, and proprietary rights worldwide in and to these works, and in and to any other works, copyrightable or otherwise created from the images, sounds and data arising from or during any ARCA event.
10. Advertising Promotion and Other Projects—Each ARCA Member grants to ARCA, by virtue of participation in ARCA sanctioned racing events, rights to use Member's name, likeness and photographs of vehicles taken during events, in any way, medium or material (including without limitation by and through television, radio, air wave, cable and satellite reproductions, transmissions over the Internet and public and private online services authorized by ARCA and the like) before, during and after the events, for promoting, advertising, reporting or recording the event or any other ARCA sanctioned event, and for sales and other purposes of commerce, and relinquishes in perpetuity, all rights thereto for such purposes.
11. An ARCA Member must not use or be under the influence of stimulants, depressants or tranquilizers, including but not limited to alcoholic beverages, narcotics, etc., during an event.

B-Driver License

1. All Drivers must be minimum sixteen years of age, (or the minimum age requirement by law in the state competing, if greater), to be eligible for an ARCA Driver license.
2. All Drivers must be minimum of eighteen years of age to be eligible to compete at tracks over one mile in length.
3. Touring Series: All Drivers must have a completed and approved current year physical on file with ARCA Truck Series before competing in any event. Forms are available from the ARCA Truck Series office.
4. Driver license applicants are subject to review prior to approval for competition on a case by case basis. All Drivers are required at any time to submit to any type of physical examination, drug screen or testing whenever requested by ARCA officials.
5. All rookies may be required to attend rookie meetings and/or pass rookie test before practice and/or qualifying.

C-Owner License

1. To receive points no Truck Owner shall take part in any ARCA event unless registered and licensed by ARCA in addition to a driver's license.

2. ARCA owns and will assign numbers by established system. Owners will be identified by their assigned number and other criteria established by ARCA. ARCA will assign a requested number when possible. ARCA reserves the right to change numbers at any time to avoid duplication.
3. Owner may be subject to penalty if vehicle does not meet rules and/or specifications.

D-License Regulation and Registration

1. Before entering the pit/racing area, a release, registration and/or entry forms must be signed by all competitors. Entering pit/racing area without approval of ARCA officials is prohibited.

SECTION 3 GENERAL REGULATIONS

1. No intoxicating liquors or controlled substances are to be consumed before or during race meets by anyone entering pit area.
2. ARCA officials reserve the right to reject or allow the entry of any driver or truck for just cause.
3. Physical contact, abuse, assault or threat to do bodily injury by any competitor to any ARCA official or persons serving under their orders shall be subject to penalty and/or suspension.
4. Subject to approval of ARCA officials, a promoter may run any type of race program.
5. Failure to notify ARCA officials in advance of any change in driver, or permitting a race vehicle to be driven in a practice, qualifying or race event without such prior notice shall be subject to penalty and/or suspension.
6. Truck and crew shall be presentable in their appearance. Mandated area on driver uniform and race car reserved for display of designated sponsor logos. Failure to comply may result in loss of prize money and/or points for that event.
7. The interpretation of rules pertaining to race procedure or scoring positions by ARCA officials shall be final and not subject to protest.
8. Drivers, Truck Owners and/or Crew Chiefs assumes responsibility for actions of their team.
9. Drivers, Owners and/or Mechanics shall have no claims against or cause of action for damages, expenses or otherwise against ARCA or its officials or promoter by reason of disqualification or damage to either vehicle, driver or both.
10. Conduct or actions detrimental to the sport, unsportsmanlike driving, fighting, or taking part in any demonstration which impedes the orderly process of an event shall be subject to penalty and/or suspension.
11. Any race truck may be mechanically inspected by ARCA officials at any time.
12. Entry blank waivers and/or inspection fees are non-refundable and non-transferable. Any late entry may be rejected or penalized. Each entry blank will specify deadline date.
13. Race track meets may occur under extra ordinary conditions, subject to special rulings.
14. Approval of special rulings must be secured from ARCA officials, pit steward, chief technical inspector and/or ARCA executive committee members, and shall be known to all competitors prior to race meet.
15. ALL RULES AND REGULATIONS IN ARCA RULE BOOK ARE SUBJECT TO INTERPRETATION BY ARCA OFFICIALS IN CHARGE.
16. ARCA, in its sole discretion, shall have the right of approval or rejection of any and all aspects of any and all sponsorship programs, including but not limited to images, graphics, identification, presentation and implementation. Request for approval shall be submitted prior to intended use.

SECTION 4 SAFETY

All types of racing are subject to the following:

1. Auto racing is dangerous by its very nature. ARCA members assume the risk of serious injury or death by their participation, and must accept their responsibility for advising spouse and/or next of kin of this fact. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the orderly conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. ARCA members accept responsibility for the continuing and ongoing inspection of race facilities, race vehicle and related equipment, track conditions, safety equipment and personnel, and to report to ARCA officials promptly any inadequacy or unsafe condition. Neither ARCA, nor its officials, nor its track owner/promoters, can or will be responsible for the adequacy of a competitor's race vehicle, racing equipment or racing activity in competition.
2. The head or arm of any driver shall not extend outside the door of a closed body race truck while driven in any event or on track.
3. Official starter must be at his post before any race trucks are allowed upon the track for race event activity.
4. No race, time trial or practice shall start unless there is adequate safety and emergency equipment on the track premises. (It is the responsibility of the promoter to provide the equipment.)
5. Only one person shall occupy a truck at any time.
6. At no time will non-competing members be allowed on, across track or infield, unless approved by ARCA official.
7. All Touring Series vehicles must have working 2-way radio communication and have a spotter in a designated area at all times vehicle is on track.
8. All spotters are to be equipped with a radio monitoring race control.

SECTION 5 INSURANCE PLAN

1. Each ARCA member with a competitor or pit permit, and who has signed the Release and Waiver sheet for the meet for which the competitor or pit permit is issued, is entitled to insurance as arranged by ARCA if accidentally injured as the result of external violent and visible means while participating in said meet. All competitors in ARCA sanctioned events agree to abide by the insurance plan. The insurance plan applies only at ARCA sanctioned events.
2. Fully licensed ARCA members are entitled to excess insurance which will pay medical expenses, up to the stated limit of coverage and per the terms and conditions of the policies issued by any track or policies issued for the ARCA sanctioned event. Any medical expenses the ARCA member incurs while participating in the ARCA sanctioned event, and who have followed proper registration procedures, will be paid on any excess basis once all other valid and collectible insurance the ARCA member may have, have been exhausted. Upon receipt and acceptance of this license application by ARCA, the ARCA Excess Insurance policies will become effective for the member for claims arising on, or after, this date per the terms and conditions of the policies issued. The policies increase coverage for the ARCA member from \$15,000 (minimum medical coverage provided to licensed competitors at all ARCA sanctioned events) to \$300,000.
3. Any member returning to competition after injury shall be deemed to be physically fit and further disability insurance and/or medical insurance shall cease as of that date. Any member returning to his usual occupation after injury shall not be entitled to further insurance as of that date.

4. Any member involved in an accident while on the racing premises and who does not report to the ARCA officials in charge of the event within 24 hours or before leaving the premises (providing such member is able to make such a report) may not be eligible for insurance prescribed under the insurance plan.

SECTION 6 INSPECTIONS

1. ARCA official in charge of a race meet shall determine the method and type of vehicle inspection, number of vehicles to be inspected, and reserves the right to impound vehicles competing in the sanctioned race. Any and all vehicles will be subject to inspections before, during and after races.
2. ARCA officials assume no responsibility for impounded vehicles.
3. ARCA reserves the right to set up an impound area and determine how many people are allowed in this area.
4. Each vehicle must be prepared to pass rigid safety committee inspection before it will be permitted to compete.
5. Anything not covered by "rule book" or technical bulletins is to be submitted to ARCA 30 days prior to its intended use for interpretation and/or approval. Any discrepancies between rule book and technical bulletins issued after rule book printing, technical bulletins prevail.
6. ARCA reserves the right to impound any vehicle for inspection purposes. Refusal to comply with this request will result in penalty.
7. ARCA reserves the right to confiscate any part and/or equipment illegally used or found during an inspection.
8. If a vehicle does not arrive at the track by the designated time, ARCA reserves the right to refuse that vehicle, owner and/or driver.

SECTION 7 ARCA QUALIFYING PROCEDURES

1. A driver may only qualify one truck per event.
 - A. Any eligible driver may drive a qualified vehicle (established qualifying procedures prevail).
2. Starting position will be determined by time trials. Method used will be agreed upon by ARCA officials and will be brought to drivers' attention before race. A driver must complete on track activity as directed by officials to be eligible to start the feature event.
 - A. ARCA Truck Series Time Trial (Qualifying) Procedure
ORDER OF TIME TRIALS: May be determined by draw or random order. Every vehicle and driver having passed technical inspection and practiced is eligible to time trial. At completion of time trials, those positions "locked in" and the remainder will be posted. Time trial results and provisional positions as explained on entry blank will determine starting lineup for race.
PROVISIONAL POSITIONS: For first 4 races of the season, provisional positions will be determined from previous season's final point standings. After the 4th race of the season, provisional positions will be determined from current point standings. Any provisional starter (driver and/or vehicle) must prove, to ARCA officials' discretion, ability to maintain minimum race speed.
PAST CHAMPION PROVISIONAL: One provisional, as designated on entry blank, is reserved for a past ARCA Truck Series champion driver who failed to qualify for the event. To be eligible, the driver must have pre-entered before the deadline and competed. If more than 1 driver is eligible, the most recent past champion will receive the starting position using the past champion provisional. Using the same eligibility criteria, if no past champion driver is eligible, past champion provisional may be awarded to past champion owner.

PROCEDURE FOR NO TIME TRIALS: Pole to last starting position as follows
(1) Owner point standings (previous season for 1st 4 races of season, current after that); (2) number of events entered and competed in; (3) random draw.

3. In qualifying by the clock, failure to complete a lap after taking the green flag on the first lap, or the white flag on the second lap, will cause a loss of that qualifying attempt. No wave-offs will be allowed. Taking the green constitutes a lap and taking the white constitutes a lap (EIRI). If for any reason the timing device and back-up should fail, the flagman may give the vehicle the green or white again.
4. No times from a round of qualifying will be used if round is not completed.
5. In the event of duplicate qualifying times, the starting position will be determined by Truck Owner point standings (previous season first 4 races of season, current after that).

SECTION 8 ARCA RACE PROCEDURE

A -Touring Series

1. All drivers and where applicable, team scorers and team spotters, must be ready to compete in the event for which they are scheduled. Any driver or team not ready to compete when called may be sent to the rear of the race; or let out of the remainder of the day's racing events at the discretion of ARCA officials.
2. Race may be started at starter/race director's discretion once drivers have been signaled to be ready. Disposition of vehicles not in position shall be at discretion of ARCA officials.
3. Whenever it becomes dangerous, unsafe or impractical to continue a race within the discretion of the starter/race director, a race may be stopped. Furthermore, at the discretion of ARCA Officials, if said race event reaches or surpasses the half way point and due to unforeseen circumstances can not continue, said event will be considered officially completed as of the last lap completed by the leader prior to the race halt.
4. At least the leader shall cover the advertised laps of all races if possible at the discretion of race officials.
5. To qualify as a "pit stop" the vehicle must come to a complete stop.
6. When official discretion of winning positions is made by representative in charge, all races shall be considered finished.
7. Caution flag laps may count as completed laps as designated. At designated races and tracks, race will be ended on green-white-checkered flag whenever possible. Procedure regarding caution laps and ending race on green to be brought to driver's attention before race.
8. The size of the field in a feature event will be determined by entry blank and/or ARCA officials.
9. No vehicle will be started or allowed to continue in competition which, in the opinion of presiding race officials, is a hazard to the other vehicles in the event.
10. The pole position vehicle has the dress, it will bring the field to the green as directed by the flagman. No one is allowed to pass another vehicle until the start/finish line on the initial start of the race at race director's discretion. A start is official based on the rules of the track being run. Announcement of these procedures will be made at the driver's meeting.
11. All drivers are required to attend all mandatory drivers' meetings in order to be allowed to compete; penalty may be issued if driver is late or absent unexcused.
12. Once a vehicle has been started for an event, it is assumed to be race ready and is to continue on the track unless stopped by a race official.

SECTION 9 OFFICIAL FLAG RULES

Any driver who does not obey the flag rules and/or lights is subject to penalty. Light signals may differ from track to track.

SPECIAL FLAGS

Special flags may be used at the discretion of starter and officials, but are to be fully explained to all contestants before the races start.

GREEN FLAG

When the green flag is given by the starter at start of race, vehicles are to retain position until they have crossed the starting line. ARCA Officials may make special rulings on starts and restarts at race director's discretion. For example, after a red flag, caution flag may constitute official restart of race.

PASSING FLAG

(Blue flag with yellow stripe) Faster vehicles approaching. Vehicles being overtaken are to yield to overtaking traffic.

YELLOW FLAG

The yellow flag signifies caution and this flag will be displayed immediately upon determination. All vehicles must slow and hold position and form a single line behind the lead vehicle. Drivers failing to abide by caution flag rule/procedure subject to penalty. Lead vehicle will be picked up by the pace vehicle. Vehicles must under no circumstances pass pace vehicle unless directed to do so by ARCA officials. Drivers must allow pace vehicle to pass to pick up lead vehicle. Pace vehicle will lead field until green flag is again displayed. Procedure for yellow flag (freeze field) to be announced at driver's meeting prior to event.

FREEZE FIELD: Upon display of caution, all vehicles must slow and hold position (no passing) and allow pace vehicle to pick up field, as determined in the pre-race driver's meeting.

PITTING: All pit stops are to be made according to procedure as determined in pre-race driver's meeting.

DOUBLE FILE RESTART: All double file restarts will be according to procedure as determined in pre-race driver's meeting.

RED FLAG

The red flag means that the race must be stopped immediately regardless of the position of the vehicles on the track. The red flag may be used at ARCA Officials discretion for safety or other reasons. Trucks should be brought to area designated by ARCA Officials, if possible, and kept on the track proper. Touring Series only: no repairs of any nature will be permitted on pit road, garage area or on the track when the race is halted due to a red flag.

BLACK FLAG

Driver is to report to ARCA official immediately for consultation. Disregarding black flag may result in vehicle no longer being scored or complete disqualification. Black flag light may be used in place of or in combination with black flag. Drivers causing unnecessary delays in race are subject to black flag. Black flag does not mean immediate disqualification.

WHITE FLAG

Signifies one lap remaining in race. Vehicles may not receive any type of assistance after white flag has been displayed followed by checker except vehicles on normal pit stop. Violation will result in vehicle not being scored on that lap. When used during caution period or prior to start of race signifies one lap until green.

CHECKERED FLAG

When the checkered flag is displayed, a race is officially over. When the checkered flag is given the leader, the balance of the field receives the checkered flag in the same lap. Finishing positions will be awarded according to distance traveled and order across finish line on final lap regardless of whether the vehicle is still running or not. All vehicles must complete last full scored lap under their own power. No vehicles may be pushed across the finish line.

**SECTION 10
PENALTIES**

1. Violation of any ARCA rule, regulation or procedure, as determined by ARCA officials, may result in ARCA member/participant being penalized by disqualification, probation, suspension, fine of championship points and/or monetary fine.
2. Any driver, owner, crew member and/or vehicle may be restricted from pit area and competition while under suspension and/or fine.
3. Until suspension is lifted, the vehicle with which the suspended member is registered, may be restricted from competing.
4. ARCA Procedure for penalty of prize money and championship points regarding post-race inspection and official finishing position, if disqualification:
 - A. Disqualified vehicle and driver's prize money to be placed in point fund (portion may be paid as tow money).
 - B. Any and all championship points earned in race to be forfeited.
 - C. No points and/or prize money will be transferred to another vehicle or driver.

**SECTION 11
PROTEST**

1. Scoring of a race, time trial timing, inspection decisions and race procedure decisions are not subject to protest.
2. Protests of any nature must be accompanied by a cash bond within time period as specified in rules for each division.
3. Any protest not pertaining to any particular race, must be in writing and filed with ARCA accompanied by cash bond of \$500.00
4. When a protest is upheld by ARCA, the bond will be paid to the prevailing party, except as noted.
5. ARCA officials shall set up rules and regulations of protests.
6. Any person or persons against whom a protest is lodged, shall have the right to file answers to the charges.
7. Decisions by ARCA official in charge at track will be final on any and all protests, except as provided in Section 12.
8. Only a licensed ARCA Driver or Owner participating in that race event may file a protest. NOTE: For complete specifications and rules in each separate division, individual division specifications are to be followed.

**SECTION 12
APPEALS**

1. Right of appeal is hereby given to any ARCA member who has been penalized for any infraction of rules, regulations, procedures or specifications of ARCA.
2. Such appeal must be received by ARCA within five (5) days after notification and shall be made in writing to ARCA Truck Series Headquarters, Attn.: Appeals Committee.
3. ARCA Truck Series Headquarters shall deal with appeals in the order in which they are received.
4. Hearings shall be heard by ARCA district commissioner appeals committee in such manner and at such time after the filing thereof within the discretion of ARCA appeals committee. Member appealing may appear in person at hearing, but not through a representative or attorney. If committee determines appeal to be unsubstantiated (frivolous), appealing member may be assessed cost of proceedings. Appeals committee may increase penalty, uphold penalty or decrease penalty assessed at their discretion.
5. Decisions made by ARCA appeals committee on appeals shall be final and litigable.

**SECTION 13
PRIZE MONEY**

1. A guaranteed purse shall be posted for all contested ARCA races.
2. The amount of prize money shall be determined by considering track size, event distance, location, seating capacity, attendance and type of race meet.
3. The decision of officials in establishing the amount of prize money for each track shall be binding for each event.
4. ARCA officials shall distribute prize money/checks after event at track. If prize money/checks not paid after event, checks will be mailed from ARCA Truck Series office. All prize money/checks will be paid and taxable as described below. Driver earnings and owner earnings paid and reported for tax purposes individually.
5. All registered owners are eligible for A/B monies from the previous year. An owner who entered and attempted to participate in 100% of the events the previous year will receive an "A" plan bonus of \$25 per current year event entered and competed in. An owner who entered and attempted to participate in at least 60% but less than 100% of the events the previous year will receive a "B" plan bonus of \$10 per current year event entered and competed in.

**SECTION 14
POINTS**

1. Championship points will be awarded at all ARCA sanctioned races where point money is collected (except as noted on entry blanks or in Rule Book.)
2. To receive championship points, a driver and vehicle must roll off starting grid. Any driver racing a vehicle in a race may have a relief driver, but original driver must take green flag. Relief driver receives no points.
3. The point system will officially end for all ARCA Divisions on December 31, unless otherwise specified on entry blank. Any postponed race, if re-scheduled, shall be run on same season's points.
4. ARCA assumes no responsibility for an error in scoring points when the assigned number is not used.
5. Points shall be awarded according to the point schedule.
6. The tie breaker in points for position in the Touring Series shall be determined for Owners and Drivers in the following order until tie is broken:
 - A. Events entered and competed in.
 - B. Average finishing position.
 - C. Most victories.
 - D. Most poles.
 - E. Most top five finishes.
 - F. Most top ten finishes.
7. Double or bonus points may be issued as announced on entry blank and/or bulletin.
8. All feature race starters receive minimum of 5 points.

ARCA Truck Series:

1. Each owner and driver will receive 25 points upon pre-entering and competing at each race date.
2. Qualifying points: 15-10-5.
3. Bonus points: Five (5) points will be awarded to any official lap leader. Five (5) additional points will be awarded to leader of most laps.
4. Twenty-five (25) points will be awarded to each owner/driver that has met eligibility requirements and signed in at rained-out event.
5. 100 bonus points will be awarded to each driver and/or truck owner per established eligibility requirements who compete in 5-races as scheduled and run.

All Divisions Championship Point Schedule

1200	15 130	29 60
2 195	16 125	30 55
3 190	17 120	31 50
4 185	18 115	32 45
5 180	19 110	33 40
6 175	20 105	34 35
7 170	21 100	35 30
8 165	22 95	36 25
9 160	23 90	37 20
10 155	24 85	38 15
11 150	25 80	39 10
12 145	26 75	40, 41, etc. 5
13 140	27 70	
14 135	28 65	

**SECTION 15
POINT FUND RULES**

1. In the event of tie in Touring Series refer to Section 14 #6.
2. The annual awards banquet shall be held at such place and at such time as will be announced at the conclusion of the season, at which place all point money will be awarded.
3. Award of all Owner point money at the conclusion of the season shall be based on the payoff listed in schedule on national basis..
4. Driver and Owner point fund awards will be paid to one owner (individual or business entity) only unless Owner instructs otherwise in writing to ARCA Truck Series. (EIRI)
5. Must compete in minimum of 70% of races to be eligible for point fund awards.
6. **BANQUET ATTENDANCE POINT FUND ELIGIBILITY**
 - A. **TRUCK SERIES:** Top 10 must be represented at banquet (Driver and/or Owner).

POINT FUND PAYOFF

Place	% of total	Place	% of total
1st	15	11th	3
2nd	12	12th	3
3rd	10	13th	2
4th	9	14th	2
5th	8	15th	2
6th	7	16th	2
7th	6	17th	2
8th	5	18th	1
9th	4	19th	1
10th	3	20th	1

Applicable when point fund payout per position is not specified.

**ARCA Truck Series
Rookie of the Year Eligibility**

A driver will be eligible for the award by filling a rookie declaration form, available from ARCA Truck Series office. A driver may be considered a rookie if driver has not competed in more than six (6) ARCA Truck Series events in any one (1) season. Competing in an event will, in this application, be defined as "receiving points for competing in an event". A driver must compete in a minimum of 80% of the events to be eligible for the award. A driver may not win Rookie of the Year and Driving Championship in the same season. Driver must register for award prior to 1st event in which points can be earned. All race finishes only will count toward award. Award based on points earned and vote of committee.

2011 ARCA TRUCK SERIES SPECIFICATIONS

The word stock shall be defined as meaning any part which is listed in the manufacturer's OEM catalog. This division is limited to 2004, 2005, 2006, 2007, 2008, 2009, 2010 and 2011 models manufactured sport trucks. Exceptions to the year and model may be made under certain conditions. Any body style not listed must be preapproved and licensed by PMG for competition.

1. **BODY STYLES ELIGIBLE FOR USE IN 2011:**
CHEVROLET: 04 S-10
CHEVROLET: 05-11 Colorado
FORD: 04-11 Ranger
DODGE: 04-11 Dakota
TOYOTA: 04-11 Tacoma
2. **WHEELBASE:** 108 inch wheelbase only. When measuring wheelbase, one side must be minimum allowable wheelbase and the other must be within 1/2 inch tolerance.
3. **TRACK WIDTH:** The tread width will be determined by measuring from the left outside wheel bead surface to the right outside wheel bead surface at spindle height. Maximum front and rear track width will be 68-1/2 inches. Track width centerline will be the same as chassis centerline.
4. **BODY: All bodies must be mounted to reflect a stock body. All body manufacturers must be pre-approved and licensed by PMG.** All trucks must have approved headlight and taillight decals. No modifications to any body part permitted unless pre-approved by PMG. Bumpers will be located behind fascias. No outside rub rails permitted. A flat adjustable strip may be added to the bottom of the front air dam. The strip must follow the contour of the air dam. Front air dam cannot exceed 72 inches. Only the front of hood must have 4 hood pin fasteners with safety pins on braided cable in working order spaced evenly across front of hood. Rear of hood must be hinged. The rear of hood is to be sealed at the base of window/cowl. An inner support frame or brace for the entire body must be used to prevent the entire body from deflecting or sagging while truck is in competition. A & B pillars must be even with outside of body. No ledges. No air cleaners will protrude through the hood. No devices, holes or any means of air to escape from rear of truck bed. All bodies must be fully painted (EIRI). Right and left door window openings will be the same. Air vent in side windows not to exceed 7" x 11". Must have screen. Any external lip not to exceed 1/2". Sides of truck must retain stock contours. Top of pick-up box must be completely covered and no air direction holes. Body components must correspond to same year, make and model. All body components and bodies must be fiberglass, except bed cover, which can be .040 or thicker aluminum, and all bodies must be approved by PMG.
- A. **INTERIOR:** All trucks must have steel front firewalls and floor pan. All interior sheet metal must be steel except dash. The floor pan under the driver's compartment must be a minimum of .100 and welded to the chassis. No decking to right of driver allowed except for the floor to the right of drive shaft tunnel may be raised a maximum 14" from bottom of frame for exhaust routing.
5. **WINDOW GLASS:** A full front windshield, minimum thickness .125 and rear window of minimum thickness .093" poly carbonate (Lexan) is required. Two front windshield supports required to prevent the windshield from deflecting or sagging while the truck is in competition.
6. **SPOILER:** Spoiler must be made of .125 inch minimum thickness metal stock. Spoiler must be slotted (maximum 1/4") to accommodate long template. Slotted gap must be covered with tape before truck enters competition on the track. The spoiler must be mounted to the top of the rear panel. **The spoiler must be mounted in a way as not to flex or bend under pressure.** The rear spoiler size must maintain the following dimensions: MINIMUM 5-3/4 inches in height by 57-3/4 inches in width; MAXIMUM 6-1/4 inches in height and 58-1/4 inches in width. Minimum spoiler angle 55 degrees.

7. **SEAT:** PMG approved bucket seat mandatory. No plastic or fiberglass seats. All seat bolts minimum 3/8" or larger with minimum 1" washer. Seats must be mounted to frame and roll cage. The seat mounting tabs to be a minimum of 1/4" thick tabs. If a truck has 1/8" thick tabs, you may use a second 1/8" thick tab, side by side, if welded around all side of the tab, to obtain your 1/4" thick tab. **It is recommended that seat provides support to driver's ribs, shoulders and legs when sitting in a normal racing position.** Head rest and helmet support must be mounted in a manner acceptable to PMG. PMG approved rear seat bracket mandatory.
8. **CHASSIS AND ROLL CAGE:** No offset chassis allowed. Chassis material must be a minimum of .095 thickness as designated in diagrams #3, #4 and #5. Chassis frame must be made of tubing at least 2 inch by 2 inch in size. Four door side bars on left and three door bars on right not including the main frame rail. Roll cage must be a minimum of 1-1/2" round tubing with .095 thickness as designated in diagrams #3, #4 and #5. All other bars must be minimum diameter and thickness as designated in diagrams #3, #4 and #5. Roll cage must be constructed as to protect the driver from any angle. All roll bars within the driver's reach must be padded with padding acceptable to PMG officials. Roll bar padding must meet SFI specification 45.1. A third roof bar is necessary to protect the driver. The foot box must have bars for protection connected to frame and door bars. One eighth inch (1/8") steel plate must be installed on left side door bars front to rear from first bottom bar up to third bar. One eighth inch (1/8") steel plate must be at back of drivers seat attached to cage. Mild steel tubing only. No chrome only. Chassis and roll cage will follow all dimensions as in detailed drawings at the end of this section. All frame rails must be parallel to center line and equal distance from centerline of chassis. All chassis manufacturers must be pre-approved and licensed by PMG. All material must pass magnet and ultrasonic inspection.
9. **MIRROR:** Rear view mirror must be mounted inside of truck.
10. **SAFETY EQUIPMENT:** An PMG approved nylon mesh net must be installed in driver's side window opening. All window net must meet SFI specification 27.1. Net must be installed so it is tight. Window net anchors must be attached to roll bars, not body. Window net must be quick-release type. Net must be permanently anchored at the bottom and release at the top, with a minimum of one quick release to attach at front and option of rod mount or quick release to attach at rear. Wide mesh nets only, minimum 1/2 inch ribbon or larger. Recommend helmet restraint net which meets SFI specification 37.1. Recommend roof net attached to the roll cage over drivers head and steering wheel. Full face helmets which meets Snell SA 2005 or SFI specification 31.1 or more recent standards is to be used. It is highly recommended that drivers wear driving suits of fire resistant material that effectively covers the body from neck to ankles and wrists. The drivers suit must meet SFI specification 3.2A/5. It is also highly recommended that drivers wear complete full coverage fire resistant underwear. The driver must wear full coverage fire resistant gloves which meets SFI specification 3.3/5. The driver must wear fire retardant shoes which meets SFI specification 3.3. The driver restraint system must meet SFI specification 16.5. **The driver restraint system must be mounted per manufacturers recommendations.** This system must be in good condition with a three year maximum dating. Shoulder harness should be run through a welded loop behind driver's seat. Restraint system must be securely attached to roll cage structure. **All drivers are to use a PMG approved head and neck restraint system. All restraint systems must meet SFI specification 38.1.** Any driver removing head and neck restraint system on race track will be black flagged. Safety inspector has final say. All race trucks must be equipped with a minimum of one five pound fully charged halon type, DuPont FE36 or equivalent fire extinguisher securely mounted with working gauge. Truck must have an on board fire suppression system which meets SFI specification 17.1. Gauge must be mounted in such a manner so that the gauge can be read from topside of truck. Fire extinguisher activation lever must be within easy reach of the driver when sitting in driver's seat with complete safety harness buckled. The shifter must have a fire boot cover which meets SFI Specification 48.1. The cover must be sealed tight to the drive shaft tunnel. The top of the fire boot cover is to be safety wired in a manner not to let air pass though. A knob, suitable to inspector, must be installed on top of the shifter. An emergency main shut-off switch which disconnects all power must be located in the center of the dash panel. The switch must be labeled clearly ON/OFF. A Moroso switch (part no. 74100) or comparable is mandatory. **All drivers must have a current year physical on file with PMG.**

11. **WEIGHT:** Minimum weight 2200 pounds. For trucks using a 4-cylinder engine, the maximum left side weight will be 58%. For trucks using a 6-cylinder engine, the maximum left side weight will be 56%. Engine weight ratio subject to revision if competition proves necessary to change. Trucks will be weighed with driver and safety gear in seat. There will be no allowance for fluid loss. Added weight must be painted white, proper truck number painted on three sides, mounted on top, inside or between frame rails, secured with minimum of two 1/2 inch bolts and in no smaller than 5 pound pieces. Truck will not be allowed to add gas, water or oil to make weight after event. Weight box may be added in front of left rear wheel and may not extend beyond outside edge of center perimeter frame rail.
12. **ENGINE LOCATION:** From front of perimeter chassis at foot box area, to front of the 4-cylinder engine block must be 18". From front of perimeter chassis at foot box area, to the front of the 6-cylinder Chevrolet engine block must be 16", the Dodge 6-cylinder 15" and the Ford 6-cylinder engine block must be 14-3/4". Engine must be mounted parallel to center line of chassis. Center line of crankshaft must be equal distance from each frame rail. From center of crankshaft to ground, minimum 12". No tilting of engines allowed. Engine is to be mounted on center line. No tolerance.
13. **ENGINE:** One foreign or domestic factory production-type cast iron four cylinder block permitted. Aluminum cylinder head permitted. The 4-cylinder will be allowed a maximum compression ratio on any cylinder to be 12.0:1 at all events. The 6-cylinder will be allowed a maximum compression ratio on any cylinder of 11.0:1 at all events. Any engine may be interchanged with any make of legal bodied truck. All oil lines, coolers and filters must be outside of the driver's compartment. All cylinder heads must be pre-approved by ARCA.

4 CYLINDER ENGINES: Aluminum or cast iron heads will be allowed. The following heads are approved for competition:

1. Esslinger Engineering – (for 2300 OEM Ford block) –Part #2723 ARCA
2. Toyota year 2000 OEM Tacoma DOHC Aluminum head
3. KRP Chevrolet – 23 degree Brodex – Weldtech HBH233 10x – 18 degree Edelbrock #7750 – 18 degree Weldtech 18STDCL
4. KRP Ford – Weldtech Track 1 Ford T1F
5. KRP Dodge – Witwer
 Maximum cc's allowed for 4-cylinder engines:
 Ford SOHC 2300 OEM block 2600cc
 Ford KRP push rod 2867cc
 Toyota DOHC Tacoma 2600cc
 Chevrolet KRP push rod 2867cc
 Dodge KRP push rod 2867cc
 No overbore allowance.

V-6 ENGINES: Approved V-6 engines only. Manufacture casting number must remain in both cylinder heads and blocks. No odd fire GM engines. OEM cranks only. OEM blocks only, no bow tie blocks, no aluminum blocks. Flat or dished top pistons only (no pop-ups allowed). Roller cams not permitted in the GM and Toyota V-6. Roller cams will be allowed for use in the Ford and Dodge V-6. Only approved factory stock production heads. Factory stock from a production car or truck, cast iron or aluminum heads only (Toyota heads are the only exception, but no porting and polishing allowed on Toyota heads). No made for racing heads. All configurations of head must remain stock. Aftermarket springs and studs may be used. Valve guide may be changed but not angle. All V6 engines have a maximum RPM of 6800. No traction control allowed.

VALVES: Intake valves: 1.940 head diameter; Exhaust valves; 1.500 head diameter. The Dodge V-6 will be allowed to use up to and including the stock size exhaust valve with a head diameter of 1.624. These are maximum sizes. Smaller valves may be used.

V-6 Engine bore and stroke:

Chevy 4.3 engine:

4.040 maximum bore

3.480 maximum stroke

268 maximum cubic inches

Dodge 3.9 engine:

3.975 maximum bore

3.550 maximum stroke*

265 maximum cubic inches

*This stroke is achieved by offset grinding crank using a final crank pin size of 1.8889, which is a Honda size. This rod pin size is now widely used in NASCAR. Rods and bearings are readily available.

Ford 3.8 engine:

3.875 maximum bore

3.800 stroke*

269 maximum cubic inches

* This stroke is achieved by taking the 4.2 Ford truck crank and offset grinding it from 3.740 stroke to a 3.800 stroke.

Several rod pin sizes are available.

Ford 4.2 engine:

3.875 maximum bore

3.740 stroke

265 maximum cubic inches

Toyota 4.3 engine:

4.040 maximum bore

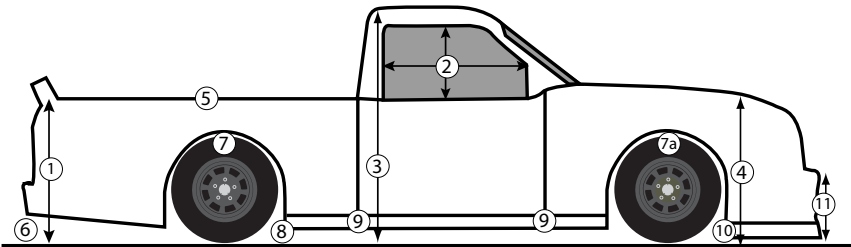
3.480 maximum stroke

268 maximum cubic inches

14. **ENGINE OILING:** All engines must use dry sump system (EIRI). Dry sump must work off the front of engine.
15. **TRANSMISSION:** 4-speed T-10 type transmission to be used with the V-6. Final drive to be 1 to 1. No made for racing transmissions are to be used with the V-6. Steel bell housing and/or other type of PMG approved scatter shield must be used. NO AUTOMATIC TRANSMISSIONS. Must have working forward and reverse gears. The shifter must have a fire boot cover which meets SFI Specification 48.1. The cover must be sealed tight to the drive shaft tunnel. The top of the fire boot cover is to safety wired in a manner not to let air pass through. A knob, suitable to inspector, must be installed on top of the shifter.
 - A. **CLUTCH:** Minimum clutch disc diameter is 5-1/2". Solid magnetic steel clutches and pressure plates only. Clutches must be a positive engagement design. Slider or slipper clutch designs are not permitted. No carbon fiber clutches.
16. **CARBURETION:** The approved carburetors are the Holley 2 bbl, 4412 and the Barry Grant 2 bbl, 2372610-OT. Carburetor must have a stock base plate of 1-11/16". PMG approved modifications to carburetor will be allowed. One carburetor spacer with a maximum of 2 inch thickness is permitted. No fuel injection. No turbo chargers, superchargers, nitrous oxide systems or any other type of forced induction system allowed. A minimum of two throttle return springs are mandatory.
 - A. **AIR CLEANER:** Maximum air filter element height is 4-1/2 inches, must be used at all times. Must have full metal cover on top of air filter. No alterations to body or hood to accommodate air cleaner. Top and bottom of air cleaner must be the same diameter. A maximum of one inch lip permitted from the air cleaner element to the edge of the top and bottom of the air cleaner.

- B. **COWL:** Cowl air induction (cold air box) will be permitted. Vanes, venturis, air deflectors or restrictions will not be allowed in the floor of the cowl air deflector. A rectangular opening, maximum 20 inches long by 2- 1/2" wide may be opened at the center of the cowl.
17. **EXHAUST:** No flex exhaust pipe allowed. No exhaust pipe may be routed through the driver's compartment. Exhaust systems must be securely mounted. All trucks must be equipped with working mufflers and comply with 97 decibel maximum noise limit. All exhaust must exit on right side between cab and rear wheel opening above bottom frame rail to outside of truck. Exhaust not to extend outside of truck more than 1/2".
18. **STARTER:** All trucks must have one starter mounted to the engine or bell housing and in good working condition and capable of starting engine.
19. **BATTERY/IGNITION:** Only one battery is permitted. Battery must be securely mounted. All switches pertaining to the ignition system and electric fuel pump must be mounted on the same panel within the driver's reach and marked so that anyone could easily determine how to turn them OFF. No magnetos. No digital readout gauges. All ignition boxes must be out of the reach of the driver and mounted on the far right 1/3 side of the truck. All ignition boxes must be wired with the standard 6 pin connector (Mallory part # 29605) or comparable.
20. **COOLING:** One coolant overflow tank with a minimum capacity of two quarts is required. Radiator must mount in front of engine. No overflow hose may be routed to windshield. **No ethylene glycol based anti-freeze can be used.**
21. **DRIVESHAFT:** Only steel driveshafts allowed. All race trucks will have 2 steel oval (360 degree) shaped brackets, no less than 2" wide and 1/4" thick and must be evenly spaced so that shaft will be suspended in the event of driveline failure. Driveshaft must be painted white.
22. **TIRES:** The approved Hoosier tire numbers will be noted on the entry blank for the proper tire numbers to be used at the event. No altering, soaking or defacing of tires allowed unless approved by PMG. Trucks must start on tires qualified on. Tires may not be changed after the start of an event unless approved by an PMG Official. Minimum recommended air pressures are to be maintained (EIRI). No more than 1" of tire including sidewall bulge to the outside of fenders.
23. **WHEELS:** PMG approved wheels only, thirteen (13) inch wheels with 4" back spacing (offset) is the only wheel type permitted. A stock type four (4) bolt pattern required. No aluminum or magnesium wheels or centers permitted. Only wheel width permitted is 10".
24. **BRAKES:** All race trucks must have four hydraulic activated brakes, one per wheel and all must be in operating condition. Brake systems may be aftermarket or factory production type. Disc brakes only.
25. **SHOCKS:** Shock absorbers and their installation subject to approval by PMG officials. Maximum of one shock absorber per wheel. No canister shocks. No remote reservoir shocks.
26. **FRONT SUSPENSION:** Dual arm independent suspension equal to centerline is the only type of front suspension permitted. Only one coil over shock per wheel permitted. Shock and spring must be assembled and installed as a unit. Suspension may not be adjustable from cockpit. It is recommended that suspension parts be magnifluted. The right front hub must be steel.
27. **REAR SUSPENSION:** One straight axle equal to centerline is the only type of rear end permitted. A three link system is the only rear suspension system allowed. Suspension may not be adjustable from cockpit. Only one coil over shock per wheel permitted. Shock and spring must be assembled and installed as a unit. Rear springs must be mounted an equal distance from center line of chassis.

28. **REAR END:** Quick change rear ends only. Only steel axle tubes allowed.
29. **FUEL AND FUEL SYSTEMS:** No additives allowed. Fuel may be tested at any time. Fuel must be purchased from an approved supplier. PMG approved fuel cell is mandatory, maximum 16 gallon. Fuel cell must be located as follows: front of cell must be 50" from back of center frame section. Cell will be located between frame rails. Bottom of fuel cell container will be no lower than 4" above bottom of rear frame section. Fuel cells must be enclosed in a separate container made of minimum 20 gauge steel. Fuel cell must be protected with 2 one inch square tube supports under the fuel cell. Chassis must have minimum of (1) 2"x2" square tube (.083" thick) located at the rear of truck (per diagram #2, #3, and #4) to protect the fuel cell in the event of a rear collision or accident. No non metal fuel lines inside driver's compartment. Recommended steel braided fuel line. No part of fuel lines shall be located below the bottom of the frame or along the outside of the frame. Fuel may be added only by opening a hatch or door in pick up box cover above fuel cell. When the fuel line runs through the driver's compartment, it must be enclosed in a one (1) inch outside diameter steel tube. The tube running through the driver's compartment must be red in color and labeled "FUEL LINE". All fuel vent lines must have an external 1-way check valve attached and be securely mounted in a manner to stop loss of fuel if the truck should become upside down. Fuel cells must have a minimum of .100" thick aluminum plate (minimum of 9" tall x 10" wide) between the fuel cell and rear end to protect the fuel cell in the event of a rear end collision or accident. Aluminum plate must be mounted on the fuel cell frame, at the centerline of the truck. One electric fuel pump is permitted with pressure feed shut-off switch mounted on the right side of the driver's compartment and clearly labeled so that it can be easily reached by an outside attendant. Electric fuel pump power source must be tied in with an operational oil pressure sending switch so that the fuel pump will shut off in the event of an engine failure.
30. **CLEARANCE:** 4 inch minimum ground clearance of all parts of truck, including chassis, except tires and will be checked with the driver in the truck.



31. **BODY MEASUREMENTS:**

All measurements will be done with the driver in the truck.

1. Ground to top tailgate minimum 35" and maximum of 36 1/2".
2. Side window opening, minimum length 22", height 18".
Driver must be able to exit through opening with helmet on.
3. Ground to top of roof 2" forward of rear window minimum 53".
4. Ground to top of hood 12" back from front bumper minimum 30-1/2"
5. Top of bed at center of bend in quarter panel maximum 64".
6. Top of bumper, edge to edge maximum 68-1/2".
7. Center of rear wheel well opening, side to side maximum 69".
- 7a. Center of front wheel well opening, side to side maximum 70".
- 7b. Wheel well openings minimum 26" x 26". No filler panels allowed.
8. Bottom of lower rear quarter bottom edge side to side behind rear tire, 65" minimum, 69-1/2" maximum.
9. Bottom of door at rear quarter and front of door at fender, side to side, maximum 68".
10. Maximum valence width from ground 12 inches up.
11. Maximum nose kick out 1"

32. **RADIOS:** Radios will be required for all drivers, crew chiefs and spotters. **Radio frequencies must be registered with PMG.** If a radio is not registered with PMG with all frequencies, can be fined, suspended, confiscated or all of the above. All spotters are required to be equipped with a radio or scanner monitoring race control. All radios must be secured in the event the truck would become upside down.
33. **PROTESTS:** A cash bond of \$500 must accompany protests **per item** being protested must accompany protest and include specific description of each item being protested. Protest must be made in writing to a PMG official and must be logged within 5 minutes after completion of race.
34. All decisions by PMG officials shall be final. Interpretation of rules by PMG officials will be final. PMG reserves the right to amend rules, in bulletin form, sent to all current licensed drivers and truck owners. Violation of the rules will be subject to suspension, penalty and/or fine. Refusal of inspection of any part, of any type, the part is deemed illegal and minimum of all monies and points for the event will be forfeited. Penalty will be levied by PMG official. Any illegal part may become property of PMG.
35. All driver uniforms must have the following patches on front of uniform chest high: ARCA Truck Series, Phoenix Management Group and Hoosier Tires patches permanently attached chest high and above. Also, other contingency patches permanently attached as required to participate in their award programs. All trucks **MUST** be registered with PMG. All truck numbers will be issued by PMG. Minimum size number will be 18 inches high with a 3 inch width. Numbers will be displayed on both doors and roof so number can be read from outside track. No duplicate numbers permitted. A 6 inch number must be placed on right rear of truck. A 4-inch number must be placed in the upper right hand corner of the windshield. No 3 digit or letter numbers permitted. No chrome or gold style numbers permitted. Number must be contrasting in color with body color and neatly applied. If number is not readable from scoring tower it must be changed before competition is allowed. The area from rear of door to front of front fender is reserved for truck number and decals for PMG approved participating companies only. The top of the windshield and the rear spoiler will be reserved for PMG participating sponsor. The ARCA, ARCA Truck Series, and Phoenix Management Group decal and series sponsors decal must be displayed throughout the season to be eligible for year end point fund awards.

CHASSIS/ROLL CAGE MEASUREMENTS

A.	Centerline - chassis built from centerline - equal each side	
B.	Front frame width outside to outside minimum	22"
	Front frame width outside to outside maximum	28"
C.	Rear frame width outside to outside minimum	26"
	Rear frame width outside to outside maximum	34"
D.	Rear bottom frame rail to rear kick up	52"
E.	Rear perimeter frame to rear axle centerline	34-1/2"
F.	Right side perimeter frame	42"
	Right side perimeter frame optional	52"
G.	Left side perimeter frame	52"
H.	Bottom of rear frame rail to bottom of fuel cell	4"
I.	Rear of perimeter frame to front of fuel cell	50"
J.	Center of left front spindle to front of foot box frame maximum	21-1/2"
	Center of left front spindle to front of foot box frame minimum	18-1/2"
K.	Center of right front spindle to front of perimeter frame	31-1/2"
	Center of right front spindle to front of perimeter frame optional	21-1/2"
L.	Width of perimeter frame outside to outside	59-1/2"
M.	Bottom of frame rail to top of door bars	26-3/4"
N.	Bottom of frame rail to top of cowl bar	26-1/4"
O.	Length of halo hoop outside to outside	28"
P.	Front to rear of roll cage at base	41-1/2"
Q.	From spindle center line 3" each side total 6" parallel with bottom frame rail	
R.	Bottom of frame rail to top of roll cage	47"
S.	Bottom of perimeter frame to bottom of kick up flat minimum	6"

- T. Outside total width from left to right door bars minimum.....66-1/2"
- U. Outside total width from left to right door bars maximum.....69-1/2"
- V. Width of halo roll cage hoop.....44-3/4"

The drawings in diagram, #1 and diagram #2 are complete in as much as PMG will require. Additional bars may be necessary for the completion of a satisfactory chassis. All chassis builders must be pre-approved and licensed by PMG.

DIAGRAM #1

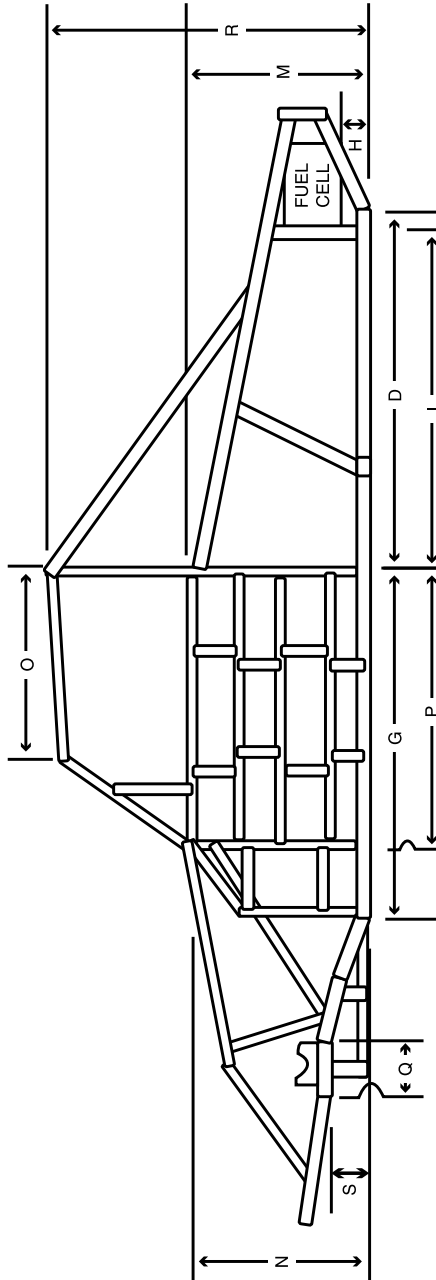


DIAGRAM #2

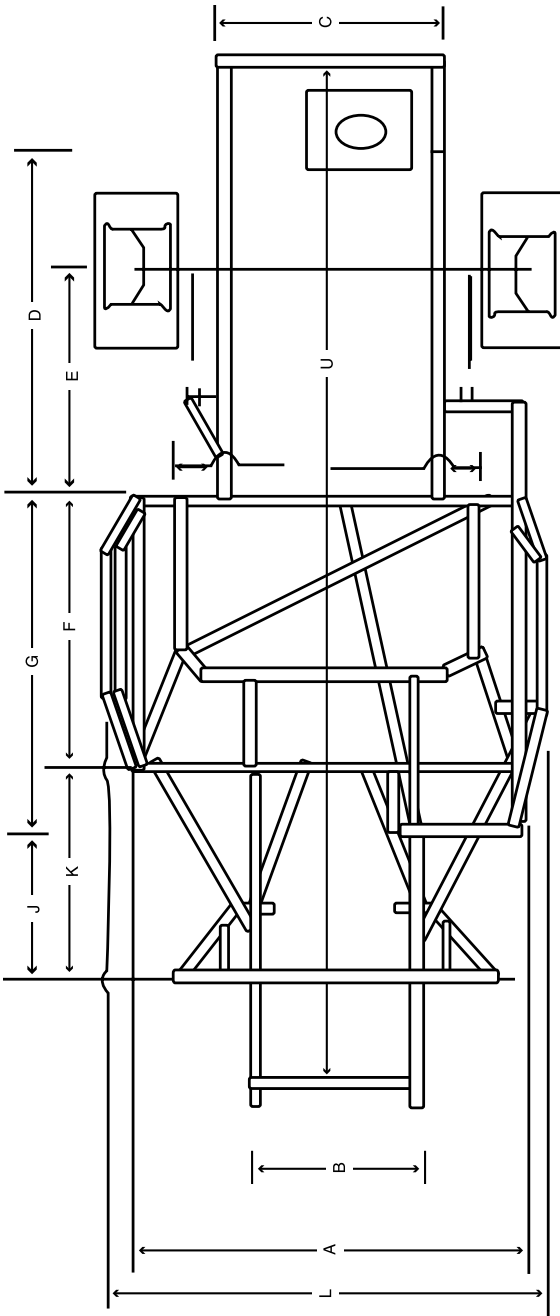


DIAGRAM #3

No.	Wall Thickness	Material
1	.083	2" x 2"
2	.095	2" x 2"
3	.065	0 1-1/2"
4	.083	0 1-1/2"
5	.095	0 1-1/2"
6	.065	0 1-1/4"
7	.083	0 1-1/4"
8	.083	0 1"

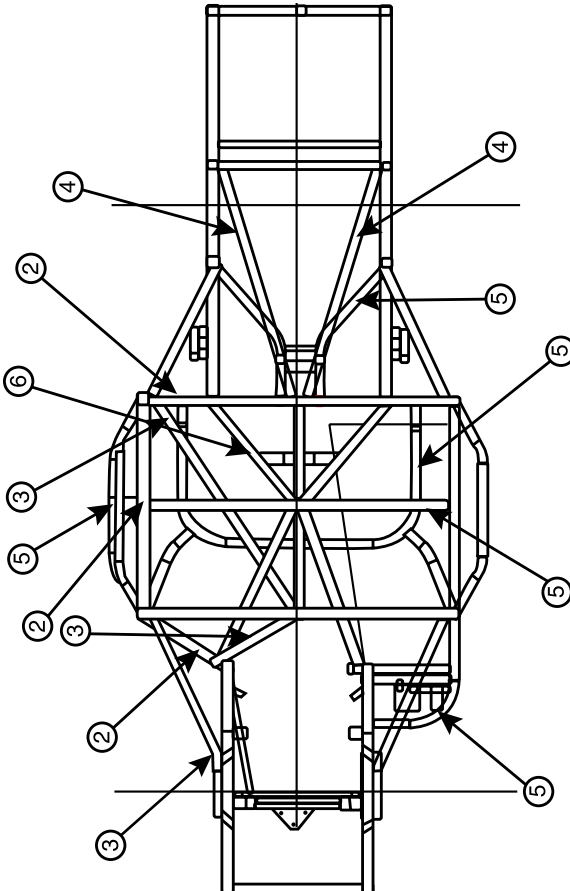


DIAGRAM #4

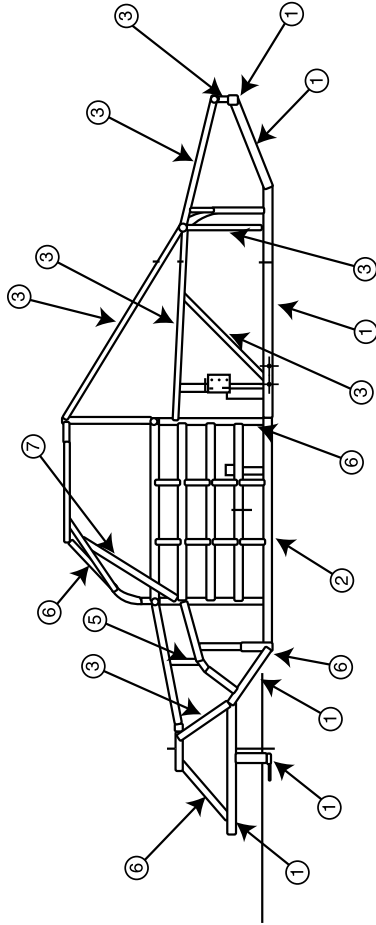


DIAGRAM #5

