

PACIFIC HARDTOP RACING ASSOCIATION

Regulations – RULES Handbook



REGULATIONS- RULES GENERAL INFORMATION FOR THE 2017 DWARF CAR SEASON

PACIFIC HARDTOP RACING ASSOCIATION
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The Pacific Hardtop Racing Association Welcomes You!

Joining a new race association is exciting, but it can be overwhelming. This handbook has been developed to help you get acquainted and answer many of the initial questions that you may have.

As a member of P.H.R.A. your membership cannot be overstated. Our goal is to provide the finest quality race program to our fans, and to accomplish this, be better than our competition. By satisfying our fans needs they will continue to support Dwarf Car Racing and recommend us to their friends.

In 2017, the P.H.R.A. Dwarf Car Rule Book has been revised in many aspects in order to clarify several of the rules and procedures that have been used in the past. We, The Board of Directors, urge you to carefully study the 2017 P.H.R.A. Rule Book and Handbook, in order to be familiar with these revisions as well as those rules that have not been changed. This Handbook explains our rules and policies as well as the specific responsibilities that exist for you within our organization.

All organizations, to be successful, must have good rules and fair enforcement. We believe that the 2017 Dwarf Car Rules and Handbook achieves the first of these objectives; throughout the year, P.H.R.A. officials will use their best efforts to accomplish the second.

With the new season before us, we wish each of you a successful and rewarding year of racing.



PHRA Rules

With the nostalgic look of early stock cars, Dwarf Cars are scaled copies of 1928 to 1948 vintage American coupes, sedans and trucks. They are powered by a motorcycle engine. The bodies are scaled down versions of full size cars.

UPDATED November 2016

The following are "COMMON SENSE" type rules. Our objective is to minimize rule changes. Do not attempt to build a Dwarf Car without first contacting a PHRA Board member for rule clarification. No exotic equipment, (meaning unusual or out of the ordinary). If a car is built that does not meet the Dwarf Car specifications, it will not be a Dwarf Car. Interpretations of or amendment to these rules may be made at any time. 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 conditions of all events, and by participating in these events, all licensees will be deemed to have complied with these rules. 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 conduct of the sport and are in no way a guarantee against injury or death to participants.

Rule Book Disclaimer: If it doesn't say it, You can't do it!

The rules and or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish the minimum acceptable requirements for each event. These rules shall govern the condition of all such events, and, by participation in these events, all participants are deemed to have complied with these rules.

You are expected to know the rules, because ignorance will not be tolerated as an excuse. If there is a question on any rule herein, and or specifics or clarification, the best "rule of thumb" is, if you do not see something specifically explained, consider it illegal, because P.H.R.A. will.

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF, OR COMPLIANCE WITH, THESE RULES AND/OR REGULATIONS.

These rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The race director or designated P.H.R.A. pit steward in charge shall be empowered to permit minor deviations from any of the specifications herein or impose and further restrictions that, in his or 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 P.H.R.A. Board of Directors, Race Officials or P.H.R.A. Pit Steward, and their decision is FINAL.

All specifications and regulations herein are subject to deletions, additions, and/or modifications by the above or by verbal directive of the Board of Directors.

As a driver and/or owner, you are an independent contractor and assume full responsibility for all charges, premiums, and taxes if any, payable on funds you may receive for your participation in any event supported by P.H.R.A.

All persons participating in P.H.R.A. events are subject to the individual track rules and regulations, as well as, any and all state, county, and city laws. Any person not upholding these laws may be subject to arrest and/or fines as a result.

1. BODY TYPES

A. There will be no special class of cars; all oval track Dwarf Cars run under the same competition.

B. Car body will be of 1928 to 1948 vintage coupe, sedan, sedan delivery, wagon, or pick-up truck. Must have been a production car. All frames and roll cages, including firewall, doors, and rear section framing, must be fabricated as a single frame unit, already forming the actual contour and dimensions of the finished body. Sheet metal outside skins must be secured with Dzus type fasteners, or permanently attached by rivets or spot weld no more than 12" between each attachment point located at the perimeter of each panel where it meets the roll cage, firewall, or trunk framing. Skin must not bulge or gap open between attachment points. Any gap or hole exceeding 3/8" must be covered with sheet metal, a plug, or permanent type sealant.

C. No open top cars such as roadsters or convertibles. No convertible bodies with hard tops or "T" tops. The cars must be replicas of factory stock bodies. They must have full roof of metal construction. The roof shall start at the top of the cowl in the front of the car and extend, ending at the top of the trunk. Roofs must incorporate a front window. The windows must be cut to simulate to match the original body and shall extend inward to cover the roll cage in the front and the rear. All roll cage bracing must be intact, permanently welded. Enter and exit by door only. Doors must be functional and driver must be able to exit from either door safely.

D. No foreign makes. Only closed top, meaning hardtop American made passenger cars or trucks

E. All cars will be of metal construction. No fiberglass, plastic, nylon etc. No aluminum for frame or roll cage. Outer skin shall be a minimum of 26 gauge steel or .030 aluminum. Firewall between engine and manned compartment is mandatory. There must be a complete firewall, front and rear separating engine and trunk compartments from manned compartments.

F. No fenders of any type. No structure of any type to simulate or act as a fender. Doors and windows must remain in stock appearance and location. Body must be skinned to match its type. (I.e. 3-window coupe must be skinned as a 3 window, not as a 5-window). Right and left doors must be operational and allow passage. Windows and door must be near scale size, shape and location. All doors must be hinged as to open.

G. Each car will have grill shell and simulated original grill matching its body style or a simulated radiator and vertical loop mounting bar mounted in near stock location and a hood to match radiator size and body style as not to distract from overall appearance. No grill is required if simulated radiator is used. Functional radiator may be mounted in the trunk area.

H. Engine compartment must conform to scale of body length and must match contour of body where it meets the right and left side of body panels. Firewall or cowling outer skin must be stock appearance in size and shape; only inner panel may be altered.

I. Any hood may be notched, bent or cut in such a manner as not to distract from the stock appearance or on car using a radiator/simulated radiator, hoods may not be altered so as to detract from neat appearance.

J. Hood scoop height (ie: carbs, air cleaners, hood scoop) will be measured from a straight line projected out from the rear most portion of the hood. The maximum cowl height is 24" measured from the top of the frame rail to the top of the cowl. No part of hood scoop (i.e.: carbs, hood Scoop, air cleaners) shall exceed 28". The hood scoop may not exceed 4" above that line and at no place on the hood may the hood scoop exceed 5". A tolerance of 1/2" will apply. There will be no obstruction of the drivers view.

K. At the beginning of race night, all cars must have all body parts intact.

L. No airfoils, wings or streamlining of body.

2. DIMENSIONS

A. Maximum car height, 52" top to ground.

B. Maximum body width, 40". Measured from outside of door post to outside of door post on opposite side.

C. 44" maximum body height from bottom of frame rail to top of car.

D. The slope of the roof may not exceed 3 1/2" measured from the highest point in the rear just before the main cage starts to tum downward, to the lowest point just before the main cage starts to turn downward. The slope on the front hood should remain in proportion to the rest of the body.

3. TIRES and WHEELS

A. Steel wheels only, 13" wheels only. Use of Bead Lock rims is highly recommended on the right rear. Rim not to exceed 10" in width. .. Steel or aluminum bead lock ring

B. Department of Transportation approved tires, 50 durometer or harder, and/or any Hoosier tire or rc1, rc3, UDRA, htwd, medium or soft. Can be grooved in any manner. New rule adopted 11/09 reads as follows: Allowed to run any Hoosier dwarf car tire, rc1, rc3, soft, medium, udra HTWD etc. As approved by the board. Chain-link or dirt boz block only is the intent.

4. WHEEL BASE

A. Wheel base 73" (1" tolerance allowed) measured at the center of the spindle to the center of rear end housing.

B. Outside tire width not to exceed 62" (must be able to pass through 62" opening)

5. FUEL

A. Alcohol or any type of gasoline is permitted.

B. No nitrous oxide, no nitro or propylene oxide type additives.

6. FUELCELL

A. Not to exceed 5 gallons.

B. Tank must be vented so as to not leak fuel in any position, non-leaking cap. Must have check valve.

C. Fuel cell must be mounted between frame rails, in trunk.

D. Fuel cell must be mounted with metal straps only.

E. Must have complete fire wall between driver and fuel cell.

7. ENGINES

A. Motorcycle engines only. No snowmobile or other special application engines. 1250cc is the maximum allowable displacement. Any questions about approved motors, please contact PHRA officials.

B. 1250 cc maximum, 4 cycle, 4 cylinders maximum

C. Must be a regular production (minimum of 500 units per year).

D. Engine must have all original parts operational, such as transmission and clutch. Clutch and transmission must be in engine and clutch and all gears operational.

E. Charging system optional.

F. No turbochargers, blowers or forced induction .Must be naturally aspirated.

G. Engine must be cooled by original intent. May use extra fans or oil cooler.

H. Exhaust and headers must be installed so as not to detract from stock appearing hood, with the exception of side panels.

I. Muffler are mandatory, 95 dba@ 100'.

J. No auxiliary starter.

K. Fuel Injected Engines: All engine rules above apply. OEM fuel injection only. Fuel injection may not be modified in any way from its original OEM specifications. OEM ignitions systems only. No aftermarket fuel injection allowed. Aftermarket filters are approved with any aftermarket air filter assembly with any velocity stack. Any motor that has secondary fuel rail OEM mounted on top of air filter may have aftermarket fuel rail. Aftermarket boxes that adjust fuel curve, timing, and RPM that are approved are the only boxes that are allowed. The boxes that are approved are the Dynojet 2, 3, 3r, and 5. The Dobek 2 brothers and the Bazzaz Zfi and the new Dobek EJK. The Dynojet 3 with the USB is allowed with no external modules plugged in. Any boxes of this type other than those specified will only be approved at the annual meeting.

L. Any car that is discovered to have any other electronic devices other than those outlined above, or who has made any modifications to these allowed boxes or any part of the fuel injection, may be disqualified.

8. DRIVE TRAIN

A. Must use drive shaft from motor to automotive rear end.

B. Driveline loops shall be 360 degree construction of 2" X 1/4" flat bar or 3/4" X .065 wall tubing, minimum. The front loop shall be within 8" of the center of the front u-joint. A second loop shall be within the knee/thigh area. A third loop is to be located in the bulkhead area. Three driveline loops are MANDATORY.

C. Drivelines must be painted white.

D. Quick change rear differentials are allowed.

9. FRAME and ROLL CAGE

A. Roll cage must be constructed of a minimum 1.25" .095 wall OD or 1.5" OD x .095 wall tubing in the main roll cage. Secondary members will be a minimum of 1" OD x .095. wall.

B. All lower frame side rails will be a minimum of 1" x 2" rectangular tubing with a minimum of .120" wall. The lower frame rails on the right and left side running from the extreme front to extreme rear. Does not include cross member. If frame rail is cut, it must be gusseted with 1 x 2" .120 wall. No round, oval or square tubing in lower side frame rail. No over slung rear frame rails.

C. There will be a minimum of three (3) cross members in the main compartment; one at the forward end, one in the center and one at the rear. The cross members will be made of steel only, with a minimum wall thickness of .120". Cross members may be round, oval, square or angle.

D. The right and left doors must have a minimum of two bars with a minimum of .065" wall x 1" OD tubing welded through the midsection of the door frame. The bar supporting the drive shaft tunnel may be included as one of these, only on drive shaft side. Drive shaft side of car must have one bar, minimum of .065" wall x 1" tubing, welded inside to front and rear door post positioned horizontally.

E. All cars will have a permanent structure support bar, located behind the seat at shoulder level. The bottom of the seat will not be more than 63" back, measured from the lower ball joint to the bottom of the seat. The seat may be tilted back for added driver head clearance; however, no portion of the seat may be back more than 68" as measured above. A seat pan must be welded in place, using a minimum of 16 gauge steel.

10. ENGINE LOCATION and SET BACK

A. All engines must be front mounted, in stock location for model of car.

B. Engines may not be extended more than 12" to either side of car body center line.

C. Engine set back is the square of the motor (rear fins) may not extend more than 17" from center of front axle. No part of the engine or transmission may be more than 21" setback, as measures above.

11. SUSPENSION

A. Front suspension must not exceed 25 inches measured from the ground to the highest point of any front suspension, or extend rearward past the most forward panel of the firewall, except under frame rail, where it cannot be seen from either side.

B. Steering components must have safety fasteners, such as cotter pins or self-locking nuts.

C. If steering box is mounted in front cowling, the pitman arm may not extend more than 1.5 inches outside the natural contour of the body near that point, and must not prevent proper door operation.

- D. No straight axles.
- E. No leaf spring or torsion bars.
- F. No bird cage type rear linkage or Jacob's ladder.
- G. Trailing arms, located outside the frame may not extend beyond the rear door post.

12. WEIGHT A car must weigh 1,200 pounds with driver

PHRA WEIGH IN PROCEDURES:

- A. It is the driver's responsibility to ensure that their car is within the prevailing technical inspection at all times. It is the driver's responsibility to ensure that their car will meet the minimum weight requirements when exiting the track after each event.
- B. The Technical Committee may choose to weigh the cars after a race which would require any car and driver to report to the scales by virtue of their finishing position. Any driver who fails to exit the track and drive immediately and directly to the scales shall be disqualified. Any car weighing less than the minimum weight shall be disqualified. Disqualification due to a violation of the minimum weight rule will result in forfeiture of all points and prize monies earned at all events on that date and the car and driver will not be allowed to compete during any further competition on that day.
- C. It is the sole responsibility of the driver to know their finishing position and their obligation to report to the scales. If any driver is uncertain of their finishing position, they should drive directly to the scales to ensure that they are not disqualified.

Only the PHRA technical inspection staff or their appointees, and the car drivers shall be permitted at the scales. Sportsman like conduct on the part of all drivers, pit persons, or car owners is required. The driver shall be held responsible for any unsportsmanlike like conduct of his or herself, their pit persons, or their car owner.

D. No ballast will be mounted outside of body or frame. All ballast must be securely bolted with a minimum of a 7/16 " bolt and lock nut or welded inside of body or frame rail and extend no lower than frame rail. Its highly recommended to use a 1/2" bolt and lock nut. Ballast will be painted white and have the car number clearly marked.

13. NERF BARS and BUMPERS

- A. Front bumper must be no wider than 36" and a minimum of 24" and will not extend more than 6" forward of front tires.
- B. Rear bumper must be no wider than 50" and a minimum of 40" and will not extend more than 6" from extreme rear body panel or 8" if the car has a simulated fuel tank. Rear bumper may not extend past the rear tire tread.
- C. Front and rear bumpers must be a minimum of 4" above the ground, and a maximum of 14". A 2" extension bar may be allowed on top of the bumper, but must not exceed 16" high from the ground.

D. Bumper will be a minimum of 6" wide vertically.

E. Bumpers are to be made from 1" round tubing .065" minimum, and .095" maximum wall.

F. There will be no sharp points or edges.

G. Nerf bars must be mounted on both sides in front of rear tire and be no more than 18" from center of rear axle to rear of nerf bar. A minimum of a three (3) point mounting is required. The lower bar must be parallel to lower frame rail from the rear of the car then curve or bend toward lower frame rail. The upper bar is to attach to the roll cage a maximum of 18" above the rear attachment point of the lower must not interfere with the opening of either door and must roll through a 62" opening.

H. These nerfs will be constructed of round tubing 065" x 1" OD, and a maximum of .095" x 1" OD wall tubing. Lower bars may not extend more than 1" past the tire tread in rear only. Must roll through 62" opening.

14. ELECTRICAL

A. All batteries must be rear mounted (trunk area). Batteries must be securely mounted with a top restraint made of metal. Restraint must also hold battery caps. Exception; Lithium ION batteries weighing less than one pound may be mounted under the cowl area but must be shielded from the driver.

B. Cars should have master electrical switch clearly located and marked.

C. No electronic (i.e. computer) traction devices. No electronic or manual devices will be adjustable by the driver during a race. Any such devices shall be mounted outside the driver's compartment.

15. BRAKES

DIRT: Must have at least three (3) brakes controlling 3 wheels. 1 per wheel. Electrical shutoff devices allowed on right front only (must have 4 working brakes to use). The only devices allowed within the reach of the driver is a mechanical brake bias valve and electric brake shut

16. SAFETY

A. All inside suspension mounts must be shrouded from drive compartment. No sharp edges or protruding objects which could endanger driver shall be inside driver's compartment. All cut and free standing edges must be folded, molded or filed smooth (i.e. window and door edges).

B. All cars must have an approved 5 point racing harness, equipped with a quick release buckle. Both ends of harness must be attached to the frame of the car with, not less than 3/8" grade 8 bolts. All seat belts will be installed at a 45 degree angle to the driver's hips. Shoulder harness comes from behind the driver, and will go over both shoulders so that they will be held securely in the seat. (All safety restraint harnesses will be installed in accordance with manufactures guidelines). **PHRA highly recommends belt replacement or recertify every 2 years**

C. Approved racing type helmet with current Snell rating are to be used. (SA-2000). Helmets will be rated at (SA-2010) by the beginning of the 2017 race season.

D. All cars will have a production made quick-release, removable steering wheel.

E. All cars are required to have a fire extinguisher. 5 lb. halon on board fire system with a minimum of 2 nozzles installed is highly recommended. If portable type of fire extinguisher is used, it must be mounted inside the car easily removable by the driver with one hand while in belted position. All pits must have a minimum of a 2 lb. fire extinguisher assessable in their pits.

F. All drivers must wear an approved driving suit. Single layer fire suit is minimum.

G. All drivers must wear an approved neck brace and fire proof gloves. It is strongly Recommended to use a head restraint device. These devices may become mandatory by the tracks in the future.

H. When racing on asphalt, a catch can for oil and water is required.

I. All door latches must be a positive locking device, so as not to open from vibration or upset, and not to jam if door is damaged. All hoods and trunks must be securely fastened by, spring latch, nuts and bolts or Dzus fasteners (no screws)

J. No glass of any kind will be permitted a 1/2" mesh windscreen is required. A rock guard grill made of a minimum three (3)-1/4" steel rods evenly spaced across the windscreen opening, one centered and the other two evenly spaced and centered between the remaining openings. A rock guard grill with more than three (3) bars is highly recommended.

K. No listening or transmitting devices. Exception is: Raceceiver to receive communication by race officials only.

L. No rearview mirror of any type.

M. No radiator or oil cooler will be mounted in the driver's compartment, or on the rear deck

17. NUMBERS

A. All cars must have numbers in five (5) locations: Numbers on right & left side and roof must be a minimum of 12" high, and the width must be 2/3 of the height, except for the number #1. On the roof, it should be as large as possible. The number on the rear of the car must be a minimum of 6", and located above the bumper so to be viewed by the driver behind. The assigned association letter must be a minimum of 6" high on the roof and the doors and 2" high on the rear of the car. A minimum 2" number and letter must be displayed on the left or right front upper corner of the windshield. All numbers must be permanent (i.e.: vinyl or painted). All numbers should be made to be as large and clear and plain as possible to assist in scoring.

B. Duplicate numbers are accepted with different club letters. Three digit numbers accepted. No Roman numerals, or Gold leaf.

C. The issued assigned number must be used within twelve (12) months of issuance starting in February of the current season. Club membership must be current with P.H.R.A. Any number not used within a twelve month period automatically reverts back to the ownership of P.H.R.A.

18. TRACTION CONTROL:

The only device allowed within reach of the driver is a brake bias adjuster. The Pacific Hardtop Racing Association has established its policy with regard to the use of

on-board computers on race cars competing pursuant to the PHRA Rulebook. Except those computers installed on stock motorcycles by the new vehicle manufacture for the proper operation of such vehicles, no vehicles may be equipped with computers which in any way effect the operation of the vehicle. All related wiring, sensors, etc., must be identifiable to the Tech Inspector. A computer is defined as any device (electrical, mechanical, pneumatic, hydraulic, etc.) that activates any function of, or in any way effects the operation of the vehicle based on measurement, sensing, processing, etc. of any Data related to the performance of the vehicle. Display or transmission of any data gathered or processed, to the driver or any remote location is strictly PROHIBITED!

Data recorders may be used to record functions of a vehicle, so long as they do not activate any function of the vehicle. Data recorders may not be activated by the throttle, clutch, brake, mechanical mechanisms, radio transmissions, sensing of wheel speed, inertia, laser device, or transmission of track position or location, must be activated by separate switch. Transmission of Data gathered or processed by Data Recorder, to the driver or any remote location is strictly PROHIBITED! Data (print out, replay, etc.) may only be reviewed at the completion of a Race, after the vehicle has stopped.

DISCOVERY OF A DEVICE WHICH DISPLAYS OR TRANSMITS "ON TRACK" OR "TRACK LOCATION" TYPE DATA WILL BE GROUNDS FOR IMMEDIATE DISQUALIFICATION FROM THE EVENT, LOSS OF ALL PHRA POINTS FOR THE SEASON, AND OR SUSPENSION FROM ALL PHRA EVENTS FOR THE REMAINDER OF THE SEASON. ADDITIONAL PENALTIES MAY BE IMPOSED AT THE DISCRETION OF THE BOARD OF DIRECTORS.

19. Personal Conduct

- A.** All cars will remain parked or on trailers if any member or associates of P.H.R.A decide to stay at the track after the race, with no exceptions. Consumption of alcohol or illegal drugs before or during any racing event up until the time of the conclusion of the event, by any driver or pit crew member will not be tolerated. Failure to comply with this rule will be grounds for immediate expulsion from the Pacific Hardtop Racing Association.
- B.** Fighting will be not be tolerated in the pits or any location on the track premises.
- C.** The driver shall be responsible for the actions of his entire pit crew. The driver shall be the sole spokesperson for the car owner and pit crew.
- D.** All members shall act in a professional manner and conduct themselves as adults at all times. If the act of a member is determined by the P.H.R.A. board members to constitute a serious threat or act of disrespect for any fellow members that may up-set the orderly conduct of a P.H.R.A. race or meeting, the board may take temporary emergency action against the member. Such action may include ejection from the racing or meeting premises, suspension of membership and other actions such as fines and penalties, or any other action designed to remove the threat caused by the member. Examples of conduct warranting such action include, verbal-abusive attacks on fellow members, consumption of alcoholic beverages before or at the races, the use of drugs at any time, fighting, reckless driving, and failure to obey the black-flag or any other direction of the official. Any emergency action taken will remain in effect until a decision of the Board of Directors can be made.
- E.** When stopped, crashed or broken down, stay in your car unless in immediate danger, such as fire. DO NOT get out of your car to inspect the extent of possible damage. PIT CREWS, OWNERS, AND/OR PERSONNEL RELATED TO ANY CAR ARE NOT PERMITTED ON THE TRACK FOLLOWING AN ACCIDENT OR INJURY. No driver may get out of his or her car on the track or infield to argue or discuss the race with the starter, or P.H.R.A. officials. IF THIS RULE IS VIOLATED, THE DRIVER WILL BE DISQUALIFIED AND ALL POINTS FOR THAT RACE WILL BE FORFEITED.
- F.** Abuse of any track and/or P.H.R.A. officials, including, but limited to abusive or profane language WILL NOT BETOLERATED, and will result in disciplinary action. Disciplinary action will be determined on a case by case basis. P.H.R.A. expects you to look and act like a professional, to be clean, and to look respectable to the public at all times.
- G.** All checks received are to be cashed in a timely manner. A timely manner is defined as 30 days. Failure to cash checks within the 30 day time limit is automatic forfeiture of point's monies which will go directly to the PHRA point's fund. A stop payment will be put on the members check and the stop payment fee will be subtracted from the member's next check to be received. No points will be deducted for failure to cash checks.

20. Protest and Penalties

- A.** Only drivers, the technical committee and the President may file a written, signed, breakdown protest, technical inspection protest, or safety protest against another car. The driver must have participated in that day's or evening's event.
- B.** A breakdown protest is defined as when any part of the car or engine has to be taken apart in order for a decision to be made on the legality of the part in question.
- C.** The cost for requesting an inspection protest or breakdown protest is \$350.00 which must be presented to the President or presiding board members in attendance at that race.
- E.** If the protested does not pass technical inspection, the protesting member gets his \$350.00. If the protest passes technical inspection, the \$350.00 is forfeited to the owner to cover the expense of re-assembly as required.
- F.** An inspection of the engine consist of checking the cylinder displacement, removing the cam covers, cams, cam followers, and cylinder head. Any further inspection will fall under the Tear down Procedure.

TEAR DOWN PROCEDURE

Protested motors will be inspected immediately after the race. If time or circumstances do not allow for a complete inspection, the motor will be impounded. The motor will be placed with a non-partisan board member or held in a secure holding place.

The parties involved must be available within two (2) days for the inspection. This would include the owner and an advisor of their choosing (if needed), the protester and an advisor of their choosing (if needed) and at least two board members. The owner or protester may send a representative in their place only under extreme circumstances.

Violations will be investigated and voted on by the board. If the motor is found to be in violation, an appeal may be filled within 24 hours of the findings.

Motor may be inspected by an independent qualified mechanic and his findings must be submitted to the board within two (2) weeks of the protest. The motor will remain impounded until the entire process in complete.

All decisions of the board of directors of P.H.R.A. will be final, are not appeasable and non-litigable.

G. Any member may make a non-fee safety protest or conduct protest against any other member or car.

H. All protest must be filed the day or night of the race, before the conclusion of the race event.

I. The car owner, driver, and car found to be in violation of the rules could be subject to a one (1) year suspension for the car owner, driver and the car, from the date of the infraction.

J. Fines shall be paid to P.H.R.A. promptly after receipt or notice of a penalty. No member shall acquire points or prize Moneys until all fines are paid in full. If the member is not a driver, the driver with whom the member is associated with at the time of a fine, shall be held responsible. Any fines left unpaid at the end of the racing season shall be considered grounds for refusal to approve membership application for the next year of the member against whom the unpaid fine has been assessed.

K. Penalties for violation of the P.H.R.A. rules are determined by the gravity of the violation and its effect on fairness of competition, the orderly conduct of the event, and the interest of Dwarf-Car racing and P.H.R.A. Such penalties may include, but are not limited to, disqualification, suspension of membership privileges, fines or loss of points. The P.H.R.A. Board of directors shall use the following guidelines for the imposition of penalties in the situations described below, but may assess a greater or lesser penalty depending upon the circumstances:

K1. Any member who performs an act or participates in actions deemed detrimental to Dwarf-Car racing or P.H.R.A. is subject to a fine of at least \$50.00, and/or the member may also lose accumulated points, and/or monies won, and/or or be suspended.

K2. Any member who threatens or assaults any P.H.R.A. official or board of directors, or persons serving under their direction: is subject to suspension, a fine of at least \$100.00, loss of monies won for that event, and /or loss of accumulated points.

K3. Any member who partakes of any alcoholic beverage, drugs, or is under the influence of drugs during a P.H.R.A. event is subject to Disqualification, and/or a minimum fine of \$150.00, and/or loss of monies won for that event, and/or loss of accumulated points.

K4. Any member who fights in the pits, track or on race premises is subject to a minimum fine of \$200.00, and/or suspension, and/or loss of monies won for that event and/or all accumulated points.

K5. Any driver displaying no-less than five fingers out the window of a car in an un-sportsman like manner, while in the presence of spectators: Is subject to a fine of no less than \$25.00 and a letter of reprimand.

21. Flags

A. *Green flag signifies* the start of the race. On restarts, the race will resume immediately when the green flag is displayed. The track officials may make a special ruling on restarts for any race (for example: following a red flag, the yellow flag may constitute an official restart of the race).

B. *Blue flag with diagonal yellow stripe* (passing flag), signifies that faster traffic is overtaking the cars being signaled. Cars being given this flag must hold their line and prepare to yield to overtaking traffic.

C. *Yellow flag* signifies caution and this flag will be given to the first car passing the starter immediately following the occurrence of the cause for caution. When the yellow flag is displayed all cars, regardless of location on the track, will slow down and maintain position with respect to other cars still racing on the track and will be scored Accordingly as they pass the start/finish line except in those events where the caution laps do not count. In those events the lineup and restart procedure will revert back to the last completed green lap. The P.H.R.A. officials or track officials, whichever is presiding, will have complete discretion to determine the positions of the cars at the time the yellow flag was displayed and to reposition the cars in accordance with their determination. Cars must slow down to a cautious pace on all yellows. California restarts will be used at most events.

D. *Red flag* means that the race must be stopped immediately regardless of position of the cars on the track. The red flag shall be used if, in the opinion of the track officials, the track is unsafe to continue the race. In the event of a roll-over, a red flag stop will automatically occur, and a re-start will take place.

E. *Black flag* rolled up and pointed at you means a warning is being given to the driver of the car. If the driver does not obey the black flag directive, the driver may be given the unfurled black flag which means leave the track as soon as safely possible.

F. *White flag* displayed means there is one lap left in the race till the end. A race may end with a yellow flag waved in conjunction with the white flag. In this case drivers are to slow down, hold their positions and complete the race under caution. Absolutely no passing will occur!

G. When the Checkered flag is displayed it means the race is completed.

H. Each car will take a cool down lap at the end of each race.

22. Scoring and Racing

A. The track official designated by P.H.R.A. to be the official scorer for an event is responsible for timing and scoring the event. The decisions of the official scorer, with respect to timing and scoring, are final unless the official scorer elects to request a re-check by P.H.R.A., or when the official scorer is asked by a driver in writing, who has competed in the event to submit a request for such re-check to P.H.R.A.

Any driver asking the official scorer to submit a request for a re-check to P.H.R.A. must do so in writing within twenty (20) minutes after the completion of the race. Decisions of P.H.R.A. on scoring a re-check are final, non-appeasable and non-litigable.

B. Any car spinning out two (2) times, bringing out a caution flag each time should leave the track and may not be scored from that point on and will not receive any more than the least amount of points available for that race. If you spin out and do not bring out a yellow flag or you safety stop with no contact, keep racing in a safe manner.

The decision of the track officials is FINAL. You may or may not be black flagged from the track.

C. Points for the Main Event will be as follows:

1st -----300 Points

2nd-----290 Points

3rd-----280 Points

4th -----275 Points and down by 5 points

All participants that start the Main Event and complete one lap will receive points for their respective finishing position.

D. Points for the Heat Races as follows:

1st -----100 Points

2nd -----95 Points

3rd -----90 Points

4th -----85 Points and down by 2 points

Heat races will be limited to 10 cars if possible per race. If there are more than 10 cars, the field will be divided into two races, if more than 20 cars the heats will be divided into three races, with the scoring as above. A maximum of 100 points will be given to the winner of each heat. There are no points for trophy dashes.

E. The maximum points to show up at away races is 25 points and 10 points for local tracks , plus 300 points for the main event and 100 points for the heat race. The driver keeps his or her show up points, even if the race is a throw out race.

F. There will be 2 throw out races. The number is to be determined by decision of the Board of Directors

G. The Final order of finish for the Season will be determined by the following in this order:

Most Points after throw out races.

Most main event wins.

Most Main event seconds.

Most main event thirds.

Etc., Etc., there will be no ties for finishing positions

H. Board member must be present for the pill draw. A "Pill Draw" will determine the heat race starting positions, the finishing positions of the heat races will constitute the lineup for the main Event which will then be inverted by another pill draw to determine the invert. The Main events (A & B, or etc.) Will be inverted by pill draw.

I. Visiting Dwarf Cars are allowed (2) grace races before joining PHRA. Exception: Any special events that are run as open competition. Visitor club safety standards are required.

J. Any driver who has qualified for a main event, but chooses to start in a lesser main event, will start at the back of the chosen main event. Example: Driver qualifies for the A main through their heat race and ask to start in the B main. The driver will start at the back of the already established B main field. Starting scratch on the qualified field or in the 17th position. The position in the A main originally earned by the driver will be filled by transfer cars from the B main event.

K. If a race were to end without a completed lap after taking the green flag, the finishing order will be the same order as the positions the cars were in when the green flag was taken.

L. After two (2) attempts to start a race in double file, it would then revert to single file in order to get the race to a safe start.

The board of directors reserves the right to make additions and modifications as necessary.

P.H.R.A. 2017 Board of Directors

President: Keith Steenslid (503)621-9604

Vice President:

Secretary:

Treasurer:

Track Steward:

Technical Inspector:

Technical Inspector:

Technical Inspector: