

Cup Lites Inc. Spec. Racing Division
2005 Rules and Regulations
05_Rev2 (Last Update 6/14/05)

Cup Lites Inc. Racing Division (herein after referred to as Cup Lites) is designed as a high-speed, low-cost, spec. racing division. The only cars legal to race in this division will be those Cup Lites cars manufactured by Tim Bender Race Cars Inc. (herein after referred to as T.B.R.C.) that strictly conform to these rules. To help keep the cost of racing as low as possible, to keep the emphasis on driver ability and make the division as competitive (equal) as possible, the cars must be raced in their **stock condition** with absolutely **no alterations** or modifications to any part of the car except for updates made by T.B.R.C. only. Certain adjustments will be permitted but only as described in these rules. **Stock means “as manufactured by T.B.R.C., unaltered!” IF IT DOESN’T SPECIFICLY SAY THAT YOU CAN DO IT TO THE PART OR THE CAR, THEN YOU CAN’T DO IT!!!**

DISCLAIMER: Any and all persons taking part in the Cup Lites Series in any way agree and accept that this and all forms of automobile competition are dangerous and possible injuries and or death could result. Each person taking part in any way assumes full responsibility for these risks and dangers of serious bodily injury, including permanent disability, paralysis and death at all times. No person taking part in the Cup Lites Series in any way, including drivers, car owners, crew members, officials and family members of the aforementioned, will have any claim for expenses or damages against the Cup Lites Inc. Series, Tim Bender Race Cars Inc., any dealers, sponsors, the speedways, the promoters, the series officials, the track officials or any officer or employee of any of these companies or groups regardless of negligence. Each person taking part in the Cup Lites Series in any way has the right to not take part or withdraw from competition if they are not willing to take these risks and personally assume the responsibility for all the risks involved in Cup Lites Racing! All persons entering the pit area must sign the release waivers. If persons are under 18 years of age, their parent or legal guardian must also sign a special parental consent release form. At some tracks no one under the age of 16 will be allowed in the pits.

Spirit of the Rule of Cup Lites Low-Cost Spec. Racing

Within the “Spirit of the Rule” and the concept of the Cup Lites Spec. Racing Division, these rules were designed to keep the competition as fair, and as inexpensive, as possible -- all this while maintaining a first-class, high-quality, high-speed race car that is fun to drive and easy to maintain. To achieve these things -- and in the name of safety, fair competition and cost control for all the competitors -- the Cup Lites Series reserves the right to make alterations to these rules as needed. **All competitors, by entering in a Cup Lites event, agree to abide by all the rules contained here and their amendments; agree to abide by the Cup Lites Series officials decisions; and agree that those decisions are final.**

To help keep costs down, maintain high quality, and be able to meet supply demands, T.B.R.C. reserves the right to vary suppliers from year-to-year or production run-to-run, depending on price, availability and quality of suppliers components or assemblies. To help keep cars equal and maintain quality, T.B.R.C. reserves the right to alter car configuration from year-to-year or production run-to-run, doing their best to keep cars as equal as possible.

Cup Lites Car Regulations

1. Car Bodies

- a. The body's approved for 2005 Cup Lites competition all must be manufactured by T.B.R.C. and are as follows:
 - i. 1998/99 Chevrolet Monte Carlo
 - ii. 1998/99 Ford Taurus
 - iii. 2000/04 Pontiac Grand Prix
 - iv. 2000/04 Chevrolet Monte Carlo
 - v. 2000/04 Ford Taurus
 - vi. 2001/04 Dodge Intrepid
- b. The approved fiberglass body must be used **COMPLETE AS SUPPLIED** by T.B.R.C. **and cannot be altered in any way**, except for tire clearance, if more is needed, maximum of a 12" radius measured from the center of the axle at the legal ride height with the driver in the car. Body filler can be used to cover rivets and seams at the original joints of the body and only where the body has been repaired for damage. All dimensions, thicknesses, angles, corner radiuses and shapes of the original body must remain as manufactured, supplied and copyrighted by T.B.R.C. Competitors may repair body damage but cannot alter body dimensions, angles, corner radiuses and shapes from the stock Cup Lites body. **The only body alterations allowed are those listed in the Cup Lites news bulletin 1/20/00.**
- c. **These Cup Lites bodies have been copyrighted with the United States Copyright Office 1997 Timothy R. Bender. Copying, duplication or reproduction of any Cup Lites body parts is illegal and any persons doing so will be prosecuted! Any driver, car owner or crew member (together or separately) allowing their Cup Lites car body, or any part of the entire Cup Lites race car to be copied, duplicated or reproduced will be banned from competing in Cup Lites races or any related racing divisions and the Cup Lites car used for this duplication will not be legal for future Cup Lites racing.**
- d. Bodies cannot be offset on the chassis and rake or angle of body must remain stock.
- e. **NO** streamlining (including the use of duct tape) of any body, chassis or other part of the car is permitted.
- f. Cars must be neatly painted and appearing. No primed, damaged cars, or cars with partial bodies, will be allowed unless authorized by Cup Lites officials. **Any immediate damage or temporary repairs at the race track must be covered with color coordinated duct tape to match the original paint.** All damage must be properly repaired before the next event.
- g. The front valance lower nose of the car cannot extend lower than 3.75" of ground clearance to the race track with the driver in the driver's seat. A non-adjustable, 1/8" plastic or thin aluminum front air dam strip, maximum 2" in height and the full width of the car nose, can be **riveted** to the lower front nose of the car and cannot extend lower than 3.75" of ground clearance to the race track with the driver in the driver's seat. When measuring across the bottom corners of the trailing edges of the front fenders in front of the front tires at the wheel opening, the maximum dimension allowed is 62" centered from the frame.

- h. The ground clearance from the car sides to race track with the driver in the car is a minimum of 3" LF, 3.5" LR and 4" RF, 4.5" RR. A non-adjustable, 1/8" plastic or thin aluminum skirt strip, maximum 2" in height and the full length of the car side, can be riveted to the lower car side and must conform to the ground clearance rule.
- i. The roof height shall be a minimum of 39" when measured at the top center of the windshield to the ground with the driver in the driver's seat.
- j. A full windshield, both side 1/4 windows and rear window, supplied by T.B.R.C., must be used at all times. Windows must be a minimum of 1/8" (or _" on SCCA cars) thick polycarbonate type material as originally supplied by T.B.R.C. Quarter windows may each have one single 7" long by 4" wide N.A.C.A. **INLET** duct with a maximum 2.5" diameter hose. The LH duct can be used to **directly** duct air the clutches only. The RH duct can be used to directly duct air to the rear break only. **No air can be ducted to or toward the carburetors.**
- k. Rear spoilers must be used as manufactured by T.B.R.C. and not altered for size, thickness **or ANGLE** and must be 50" wide and 4" tall when measured 90 degrees to the ground by the tech officials gauge. The rear spoiler must be centered on the car and the deck lid must be flush down on the quarter panels right and left. Rear deck lid must be in place and securely fastened before car may enter onto the race track.
- l. The bottoms of the rear quarter panels behind the tires must be set inward of car sides minimum 1", maximum 1.75" on each side.
- m. The rear height of the car will be measured from the top of the rear spoiler down to the ground with the driver in the driver's seat and will be a minimum of 32" and a maximum of 33.5". This will be measured at a point 20" right and left of the center line of the rear spoiler before and after the race.
- n. Front grille opening must be covered with screen and all air must be directly ducted through the radiator with no baffles or aerodynamic devices of any kind. All inlet air for radiator must come through grille opening. Grille openings must be the same size and shape as manufactured by T.B.R.C. for each brand of car. The grille opening can be neatly taped off to regulate engine temperature. The top grille area can be cut open to the stock Cup Lites size and neatly covered with screen on outside for additional radiator cooling, if necessary. **If top grille area is open and not taped over, NO taping or closing off of the bottom grille opening is permitted. If the car is equipped with an electric radiator fan, operating or not, the grille opening may not be closed off in any way, tape or otherwise.**
- o. The roof hatch must be securely in place and latched down while car is being operated, **at all times, including under caution or warm-up laps.**
- p. One clear N.A.C.A. duct for driver cooling only and approved by Cup Lites officials can be added to **LH side door open window** area mounted directly behind the "A Pillar" to the top of the door sill. The N.A.C.A. duct must be mounted to, or part of, a rectangle piece of clear polycarbonate, maximum size of 10" w x 6" h and must be directly ducted to the driver or helmet and may have a cooler or fan in line for driver only.

- q. Two holes can be cut in the removable speaker panel, one above the fuel filler and one above the radiator cap, for convenience to check or fill fluids. The hole must be covered with a hatch of the same material that is securely fastened to prevent fluids from entering the driver's compartment.

2. Identification and Marking

- a. All car numbers are subject to approval by the Cup Lites Series officials. Only single and double-digit numbers will be permitted. Numbers must be of neatly painted or vinyl graphics (no foil or chrome numbers) in easily legible block-type form with a maximum lean of 30 degrees from vertical. Minimum sizes and locations are as follows:
 - i. Roof: 22" read from RH side of car.
 - ii. Doors: 16" at the center of both doors.
 - iii. Front: 4" in the RH headlight or bumper below the headlight area.
 - iv. Rear: 4" in the RH tail light area.
- b. All competitors are encouraged to paint and or decal their Cup Lites car like a Cup or Grand National car that matches their number and car make. Cars that are the same general brand (GM=Pontiac or Chevy), painted, colored and numbered (not necessarily sponsored) like a Cup or Grand National car from the past three years will be eligible for special bonus awards. Cup Lites officials will post if there is an award and have the final decision on which cars qualify for this award.

3. Series Reserved Advertising Areas

- a. The advertising space on the entire front fenders, the front of the doors ahead of the number, the windshield top, the "B Pillars," the entire rear spoiler (front and back side) and the roof area around any in-car cameras are reserved for the Cup Lites Series sponsors and can only specifically be used for this purpose. **The area on the front fenders, the front of the doors ahead of the number and the "B Pillars", when and only when not being designated and used by the Cup Lites Series for the series sponsors, may be used for competitors sponsors decals -- maximum size of 10" w x 4" h. When the series secures sponsorship for each particular spot in those areas, the competitor's sponsor's decals must be immediately moved or removed and the series sponsors decals must be installed in the specific designated location for each decal.**
- b. The space in the center of the front bumper on the nose must bear the proper car model name for the approved body in 1.75" letters. Example: Monte Carlo, Taurus, Grand Prix or Intrepid.

4. Competitor Advertising Areas

- a. The hood, trunk lid, the "C Pillars", the door below the number, the upper and lower rear quarter panels and the "TV panel" are the approved areas allowed for advertising use by the competitors and their sponsors on the Cup Lites cars.
- b. There will be no competitor's sponsors or advertising on the roof, upper doors, front or rear bumpers, spoiler, nose, air dam or valance, unless specifically approved by Cup Lites officials.

5. Approved Sponsors or Decals

- a. The Cup Lites Series reserves the right to refuse to permit or assign the size or placement of all decals, identification and advertising of any kind on any Cup Lites car for any reason. Absolutely no team sponsors will be permitted that conflict with the Cup Lites Series major sponsors. Any car displaying a logo conflicting with a series associate sponsor will not be eligible for that series sponsors awards, bonuses or purse portion. All Cup Lites competitors, car owners, crews and sponsors agree to accept the Cup Lites Series Director's decision as final.
- b. The Cup Lites Series may refuse to permit a competitor to compete in an event if the Cup Lites Series Director determines that any advertising, sponsorship or similar agreement to which the competitor, car owner, driver or crew member related to the competitor is or will be a party to, is detrimental to the sport, to the Cup Lites Series, to the promoter or to any of the Cup Lites Series sponsors for any reason, including without limitation to the public image of the sport or the series sponsors.

6. Chassis

- a. The complete stock, unaltered, T.B.R.C. manufactured Cup Lites chassis must be used in its entirety with absolutely no modifications.
- b. Any chassis repairs must be done by T.B.R.C. only.
- c. All replacement bumpers, nerf bars, side bars and body mounts must be as manufactured and supplied by T.B.R.C. as Cup Lites legal parts. Competitors may make repairs to these bars, but not manufacture them or replace them with non-T.B.R.C. manufactured parts.
- d. No external (outside the body) side bars or nerf bars may be used.

7. Chassis Ground Clearance

- a. At all oval races the ground clearance to the chassis, with the driver in the driver's seat before and after each race, cannot be lower than 3" at LF and 3.375" at RF under the main frame at the front frame rail kick up, and 3.5" at LR and 3.875" at RR at the rear lower nerf bar frame attachment bottom tubes, before and after each race. At all road courses the minimum is 3.5" LF and RF and 3.875" LR and RR before and after each race.

8. Overall Car Weight

- a. All cars must weigh a minimum of 1225 lbs. for ovals and road courses as they exit the race track with the driver after every race. After all time trial type qualifying, the weight minimum will be 1235 lbs. for ovals and 1225 lbs. for road courses. **Nothing** can be added to the car to make weight for tech inspection after each race or qualifying.
- b. All ballast that is added to the cars must be in the form of lead painted white and have the car number marked on each piece. All ballast must be **securely bolted** in place with at least two 3/8" grade 5 bolts per ballast block in the designated ballast area to the ballast brackets to the left side and the right side of the chassis between the roll cage vertical side and the driver's seat lower vertical side in the driver's compartment in a manner and form acceptable to Cup Lites officials. **The ballast must be divided equally from side to side,**

50% to the LH side of the seat and 50% to the RH side of the seat, plus or minus 4 lbs. That is, the weight to the left of the seat can not be more than 8 lbs. greater than that on the right. (i.e. 25 lbs. total = 16.5 lbs. Left & 8.5 lbs. Right). All ballast must not extend under the seat or over side frame rail and can extend a maximum of 1.5" forward or rearward past angle ballast bracket locations. **Absolutely no ballast of any kind may be located anywhere else on the Cup Lites cars.** No weight shifting devices of any kind.

9. Engine

- a. Engine and all related components, including the entire exhaust system, must be used **stock unaltered as supplied by T.B.R.C.** and mounted in an approved manner. Exhaust system cannot be spaced, coated, treated, wrapped or insulated in any way.
- b. **The internal recoil starter cup must be removed.** The recoil starter assembly may also be removed.
- c. Absolutely **NO** tampering with engine seals or engine components. No coatings or treating of engine components in any way. No balancing or blue printing of any components. Only T.B.R.C. can remove seals, rebuild engines and do any engine work of any kind whatsoever.
- d. Carburetors must be used as supplied by T.B.R.C., completely unaltered. The **ONLY** jet that may be changed is the main jet and **only to the Cup Lites Series specified main jet for each particular race.** No drilling, machining, shimming, spacing, altering or blocking passageways of any part of carburetion system or parts in any way. The jet needle clip position and location of needle clip spacers must remain stock. Any attempt by any competitor or crew to alter the air or fuel flow of the stock carburetion in any way will result in penalties determined by Cup Lites officials. Throttle pedal may be altered to suit driver.
- e. Individual air filters must be used on each carburetor. Only three round foam "UNIFILTER" brand filters or K&N brand Part number RU 2750 supplied by Cup Lites, will be allowed. Air filters may be coated with oil only. Absolutely no power adding substances. All air that enters the carburetors must pass through the air filters un-pressurized in any way. No "Ram tubes" or funneling devices of any kind will be allowed. No air box, cool air inlet, ducting air or directing air in any way toward the carburetors is allowed. A filter "outer wear" (stocking type material) may be used over the air filter.
- f. Any brand, single electrode, single ground strap-style spark plug approved by Cup Lites Officials may be used.
- g. The entire electrical system must be unaltered and used in its entirety as manufactured and supplied by T.B.R.C. Wire harness may be wrapped with tape or run inside plastic tubing to prevent damage. The ignition timing cannot be adjusted or altered in any way. The flywheel and its relationship to the entire engine cannot be altered in any way.
- h. The engine kill switch must be marked "**ON and OFF.**" An additional engine kill switch or battery disconnect may be added and mounted within the driver's reach.

- i. A **12 VOLT** battery must be used. It can be a maximum size of 8”L x 4”W x 6.5”H and a minimum size of 6.75”L x 3.5”W x 5.75”H and must fit safely and securely in the stock unaltered battery box.

10. Gear and Chain System

- a. Only gears supplied by T.B.R.C. will be legal and each track will have a specific gear rule. Unless posted otherwise, it will be 14/63 on all ovals 5/8 miles or less; 14/56 on all road courses.
- b. Chains legal for Cup Lites will be any 520 size steel chain.
- c. The minimum chain guard that may be used with the .125” thick 6061-T6 aluminum one supplied by T.B.R.C. with no holes added. A plastic or metal grease shield may be added to the LH side of the chain / sprocket area mounted from chain guard down to frame rail and must have full suspension clearance.
- d. The chain tensioner must be used as manufactured by T.B.R.C.

11. Transmission System

- a. The CVT, Continuously Variable Transmission, snowmobile system **supplied only by T.B.R.C. must be used completely unaltered in any way, in its entirety. This will be checked.**
- b. The Secondary clutch, **either the original button style or the newer TEAM Roller style** supplied by Cup Lites or T.B.R.C. must be used in its stock form **completely unaltered** with the stock cam (helix) and angles. The stock cam for the button style is 34 degree angle. The stock cam for the TEAM Roller is the 36/38 degree and the optional TEAM Roller cam is the 38/42 degree. These are the only legal cams and must be supplied by Cup Lites only. Replacement buttons, bushings, rollers and all parts must be the same as those supplied by T.B.R.C. **Absolutely no machining, polishing, shimming or altering** the secondary, sheaves, surfaces, sheave angles, cam or altering the amount of overdrive the secondary clutch will achieve. All Cup Lites cars must have the windage plates removed from the outside of the secondary clutch sheaves (most were removed the first year or did not come on the car when purchased.) **On the TEAM Roller Secondary** the only other tuning parts that are legal are springs issued to you by Cup Lites or T.B.R.C. for your clutch to address a specific RPM problem you are having. All other springs, cams, multi-angled cams, modified cams or parts from any other source other than Cup Lites or T.B.R.C. or are NOT legal. **When using the Button Style Secondary** two additional .215” diameter spring setting holes may be drilled in the cam for a total of six. The only adjustment for RPM on the button style secondary is from any steel secondary spring used in one of the 6 setting position holes, with no machining.
- c. **The primary clutch must be used in its stock form, in its entirety, with no modifications. Absolutely NO machining or altering** the primary sheave surfaces, sheave angles, sheave spacing, spider shimming or sheave location. **NO altering** of the amount of overdrive the primary clutch will achieve. The original Cup Lites flyweights or any flyweight deemed as an optional legal flyweight by Cup Lites must be used unaltered in

their stock weight and shape as supplied by T.B.R.C. and Cup Lites. The primary spring can be changed to any steel coil spring that will fit in the stock clutch with no machining. No springs made of materials other than steel. The stock rollers and bushings must be used unaltered. All components of the primary clutch must remain in their stock location configuration as supplied by T.B.R.C. by Cup Lites and any attempt by anyone to alter the location or relationship of any component to the whole or modify any component will result in serious penalties.

- d. The minimum clutch guard will be the one supplied with the car by T.B.R.C. If desired, the guard can be made stronger but no holes may be added. The only means of adding strength to the clutch guard will be by adding rubber or Kevlar belting to the outside. Screening to keep track debris off clutches or additional shielding of belt from rain may be added but must not serve any other purpose and must be approved by Cup Lites officials. Additional shielding or clutch guard strengthening must not add any significant weight to the clutch guard or one side of car.
- e. No air may be ducted to clutches except one 2.5" diameter hose that is attached to the LH side 1/4 window 7"L x 4"W N.A.C.A. inlet duct.
- f. The only drive belts that can be used are Part # 138X44125CVT or # 138X44125HRD, supplied by T.B.R.C.

12. Cooling System

- a. The radiator, hoses, lines and entire cooling system must be stock and unaltered as manufactured by T.B.R.C. No pumps may be added. An electric fan may be added and mounted to the radiator in a safe manner for additional cooling only when approved by Cup Lites Officials. Tape may be neatly added to the front grille to control water temperature. **If the car is equipped with an electric radiator fan, operating or not, the grille opening may not be closed off in any way, tape or otherwise.**
- b. Only in severe cold weather can anti-freeze coolants be used.
- c. In event of a radiator being damaged, the radiator can be repaired but must remain stock appearing and remain the same configuration, style, concept and dimensions as it was originally manufactured by T.B.R.C.
- d. **Absolutely NO cooling of engines, draining of coolant, exchanging of coolant or the use of any ice, dry ice, Freon, or any types of coolants of any kind before any qualifying or racing event.**
- e. A securely fastened, unbreakable catch bottle or can must be added to the cooling system overflow hose.

13. Fasteners

- a. All fasteners will be a minimum grade of what comes stock on the Cup Lites cars. **NO** self-taping screws, wood screws, sheet metal screws or any fastener that has a sharp point, when dislodged, becomes a hazard to a driver or any car.

14. Firewall

- a. The original steel firewall must be in place at all times.
- b. Rear firewall may be insulated.

15. Suspension

- a. All front and rear suspension components and mechanisms must be **stock and unaltered as manufactured by T.B.R.C.**, including the shock absorbers, which must be mounted with the body down. **It is mandatory that for ovals, the right side and for road courses both side LOWER OUTER BALL JOINTS be replaced with "Heavy Duty 5/8 Aircraft Grade Rod Ends" and a grade 5 bolt safety wired.** It is highly recommended that these rod ends and bolts be replaced each season and/or after any major suspension or wheel impact. The only suspension components allowed to be replaced are the rod ends of the same size to a better grade of steel and the springs on all four corners. Different rate springs may be used **but must be an approved size, rate and part number spring supplied by T.B.R.C.**

The approved T.B.R.C. springs are as follows:

Part Number	Rate, Lbs, Per Inch	Color Code
0300-0075	75	Pink
0300-0090	90	White
0300-0105	105	Yellow
0300-0120	120	Black
0300-0135	135	Green
0300-0150	150	Blue
0300-0175	175	Gold
0300-0200	200	Orange
0300-0225	225	Silver
0300-0260	260	Purple

More springs may be added by the Series at later dates

- b. All steering components and mechanisms must be stock and **unaltered as manufactured by T.B.R.C.** The only steering components allowed to be replaced will be the rod ends of the same size to a better grade of steel and an approved U-jointed and or telescopic steering column may be used. The maximum total thickness of washers allowed between the tie rod end and the spindle arm or nut is .250". Tie rod end nylock nut must be fully engaged and locktightened.
- c. Any approved racing steering wheel may be used. All steering wheels must be equipped with a center pad, a minimum of 2" thick and 5.5" in diameter.
- d. Absolutely **NO** altering of the Cup Lites shocks and springs in any way including **NO PAINTING** of springs or remarking of color codes on springs.
- e. The only suspension adjustments allowed will be:

- i. Front suspension: caster, camber, spring preload, upper shock mount position (only to one of the 2 holes provided). RH and LH upper A-frames may be run in either chassis upper holes or lower holes provided.
 - ii. Rear suspension: Axle alignment, upper link height (in one of the holes provided), panhard bar height (in one of the holes provided), upper shock mount position (in one of the holes provided) and spring preload. **Birdcages must be updated to T.B.R.C. wide style.**
 - iii. Front and rear track width measured at the outside of the widest part of the tire sidewall at the center of the axle height with car on ground at ride height with no driver and will be a minimum 60.75", maximum 61.25" on the front and minimum 60.75", maximum 61.25" on the rear.
 - iv. **There will be no offset in the front or rear suspension or axle, plus or minus 1/4". All rear axle spacing and spacers must remain stock unaltered including length, amount and order of spacers.** When measuring from inner rear tire sidewall to frame, it must be a minimum of 3.125" and maximum of 3.375" with no driver in car before and after race. The wheel base front to rear must be minimum 80.75", maximum 81.25".
- f. Rear axle and both rear hubs must remain locked together at all times.
 - g. All lower spindle bolts must be red "locktighted" and safety wired.
 - h. There will be no spacing of spindles or spacing behind bearings of any kind. There will be no spacing that alters the offset or track width in any way.
 - i. The outer ends of the wheel studs may be chamfered. Any approved steel wheel stud and steel lug nut may be used.
 - j. The only suspension alterations that are legal are T.B.R.C. or Cup Lites authorized updates or modifications.

16. Wheels

- a. All wheels must be stock as manufactured by T.B.R.C. No altered, damaged or chrome wheels are permitted.
- b. **No** air bleed valves of any kind.
- c. Tires may be balanced but all wheel weights **must be securely fastened** to the wheel and glue or duct tape added for additional safety.

17. Tires

- a. **The only tires that can be used are Part # 8.0/23.0-13 Hoosier Tires supplied and branded by T.B.R.C. unaltered in anyway. Tires and wheels may be balanced.**
- b. **Absolutely no softening of tires or chemically altering or treating of tires, either externally or internally, in any way.**
- c. **Only compressed air or nitrogen may be used in tires.**

- d. **Absolutely no cutting, grinding or altering the shape of the tires or wheels.**
- e. No preheating of tires or wheels in any way before the car enters the race track.
- f. There is no limit on the amount of tires that may be purchased. This may be re-evaluated at a later date.

18. Brakes

- a. Brakes and all related components must be stock as manufactured and supplied by T.B.R.C. No drilling of additional holes in brake rotors or enlarging original holes.
- b. Any good quality racing brake fluid and brake pads can be used.
- c. The rear brake can be cooled by one single 7”L x 4”W. N.A.C.A. duct in the RH quarter window ducted with a 2.5” hose **directly** to the brake **not aiming at or cooling the carburetors or carburetor air in any way.**
- d. There will be no cooling to the front brakes.
- e. Brake bias front to rear can be adjusted by the adjustment supplied or adding a cable, dial, driver-adjustable adjuster.
- f. If a car is equipped with brake lights, they must be made unoperational for all races other than exclusive SCCA events and Road Race events not sanctioned by Cup Lites Inc.
- g. A Wilwood 2 psi Residual valve supplied by Cup Lites Inc. may be installed in the front and in the rear brake system just after each master cylinder on the Cup Lites race car.

19. Seats

- a. An aluminum full, deep bucket, high-back, full-headrest seat must be used and approved by the Cup Lites officials.
- b. The center line of the seat must be a minimum of 13.375” from the LH and 16.25” from the RH interior sheet metal vertical sides.
- c. Cars must be equipped with approved RH & LH head supports of either padded 1/8” aluminum or net style construction.
- d. The use of leg supports attached to the seat is highly recommended.

20. Seat Belts and Shoulder Harness

- a. A quick release lap belt no less than three (3) inches wide is mandatory. Both ends of the lap belt must be bolted to the frame with high quality bolts not less than 3/8” in diameter.

- b. Shoulder harness must be no less than three (3) inches wide and must come from behind the driver's seat. The roll cage must prevent the harness from sliding side to side. Shoulder harness inertia reels cannot be used.
- c. A center (crotch) belt must be securely mounted to the lower seat frame at the bottom and to the lap seat belt on the top.
- d. Where the belts pass through the seat edges, seat must have a grommet installed, be rolled and/or padded to prevent cutting of the belts.
- e. All seat belts and shoulder harness must connect at the lap belt with an approved quick release buckle.
- f. Seat belts must be dated by the manufacturer and must not be used beyond (5) years after the manufactured date.

21. Window Nets

- a. The window net must be used as supplied by T.B.R.C. and securely in place while car is on the race track at all times.

22. Fire Control

- a. It is mandatory that each car has, within the driver's reach; built-in fully charged minimum 5 lb capacity fire extinguishing equipment. The fire extinguisher must be securely mounted in the approved location (LH side by seat front only) and manner.
- b. All entrants should have in their garage or pit area as part of their equipment, at all times, a fully charged 10 or 13 pound dry chemical, Halon, or its equivalent fire extinguisher.
- c. It is recommended that at all times while the car is being refueled on a pit stop, or while the fuel is being transported to and from the pit area, all crewman involved should wear fire resistant suit, gloves, shoes and a head and face shield that effectively covers the body.

23. Roll Bar Padding

- a. All roll bars and objects within the driver's reach must be sufficiently padded. It is up to each competitor to make sure that padding in their car is sufficient to protect them in a crash situation.
- b. The three roll bars directly behind driver's head are recommended to be padded with very high-density foam roll bar padding.

24. Race Safe System

- a. All competitors must have a fully operational two light Race Safe system securely mounted in their Cup Lites cars. The main box must be mounted on the RH interior

sidewall vertically with bottom of box no lower than 5.25” off the floor and the front of box 3” to 5” back from the face of the dash. The antenna must be mounted on the center, rear roof; one light must be mounted on the dash approximately 6” to the right of center and the second light must be mounted in the top center roof inside the rear window on a Cup Lites approved bracket.

- b. Cup Lites reserves the right to not let a car compete if the car’s Race Safe system is not mounted or functioning properly.

25. Mirrors

- a. All cars must be equipped with a securely mounted rear view mirror(s) preferably made of a material other than glass. If glass is used, it must be covered with clear vinyl to prevent broken glass dangers. Mirrors cannot extend outside body.

26. Two-Way Radios

- a. It is mandatory that each Cup Lites car has its own and separate spotter with an approved (by the Series Director) brand and model UHF two-way radio system communication with the driver of their car any time the car is on the track. A spotter may not spot for more than one car in each race. **All teams must register all frequencies with the Cup Lites officials.** Under no circumstances can the radios be used to communicate between two or more race cars or for blocking purposes. If it is determined by officials that a competitor(s) is doing so or abusing the radio privileges, that competitor(s) will be subject to penalties, fines or disqualification.

27. Scanners / Cup Lites Frequency

- a. The Cup Lites officials **must** be able to convey information to each Cup Lites driver any time the car is on the race track and any time the car is involved in a race. It is each Cup Lites team’s responsibility to have a spotter (that has radio communication to his driver) that has a working scanner with ear piece that is programmed to the official Cup Lites frequency. This frequency must be monitored and understood by the team spotter any time the car is on the race track (including practice) and any time the car is involved in a race. The team spotter is responsible for monitoring the Cup Lites frequency and must be in radio contact with the team’s driver and be able to relay information to the driver when instructed by Cup Lites officials to do so. Cup Lites reserves the right to not let a car compete if the driver cannot receive communication from the Cup Lites officials until scanner and or radio communication has been restored.

28. Gauges

- a. The only gauges that are legal will be an analog water temp and an analog tach or a maximum of two displays in a digital tach / temp combination with a maximum of two temperature and tach functions with memory.
- b. A low water sensor and light may be used.

- c. Absolutely **NO** on-board computers, **NO** telemetry, **NO** sensing devices other than the tach and temp sensors described here.
- d. Non-computerized in-car lap times are permitted.

29. Fuel and Oils

- a. The only fuel that is legal is the Sunoco 110 racing fuel supplied by the Cup Lites Racing Series used as it was supplied to you by the Cup Lites Racing Series . Absolutely no power increasing, no octane increasing and no oxygenating additives or any fuel additive of any kind will be allowed. **No fuels will be legal with any alcohol content whatsoever.**
- b. As part of our 2005 Sponsorship agreement, each team is required to purchase a minimum of 5 gallons of Sunoco 110 Racing Fuel per race, from the Parts Trailer of the Cup Lites Racing Series. Any Team not doing so, may not be eligible for prize money.
- c. The only oil that is legal for 2005 is the Klotz TechniPlate KL-215 synthetic lubricant or Klotz R-50 Racing TechniPlate. **Absolutely NO power adding oils or additives will be allowed. Random fuel/oil samples will be taken and tested from time to time and violators of rules will be severely penalized.**
- d. **Absolutely no cooling of fuel at any time, in any way.**

30. Fuel Cell

- a. The larger (8 gal) T.B.R.C. supplied fuel cell is mandatory. The safety fuel cell, fuel pump and all related fuel system must be used in its entirety as supplied by T.B.R.C. unaltered.
- b. All fuel lines must be fire resistant. Steel braided lines may be used.
- c. A **metal** fuel filter may be used in line between the fuel cell and the fuel pump. The maximum filter size is 1.625" x 2.375".

31. Set Up Information Sharing

- a. In an effort to help make the Cup Lites Series a "driving ability series," after each feature race while the top finishing cars are being inspected, a Cup Lites official will document all the legal adjustments, settings, weights and tuning parts used on these cars. Later, this information will be shared with all the competitors. (For 2005, this information will be made available on the Cup Lites web site Forum System)

32. Replacement Parts

- a. The **only** replacements parts allowed on the Cup Lites cars **not** manufactured and or supplied by T.B.R.C. but still have to meet these regulations are as follows:

Grille screen
Engine kill switch

Spark plugs
Suspension rod ends

12V battery	Brake fluid
Brake bias adjuster	Fire system
Padding	Seat belts
Seat	Head & leg supports
Tachometer	Water temperature gauge
Fuel filter	Steering wheel
Fire wall insulation	Throttle control assembly
Brake pads	Telescopic steering column

33. Driver Safety Equipment

- a. It is mandatory that all competitors wear a full-face, full-coverage racing helmet with eye protection and that all helmets meet the latest specifications set forth in the Federal Motor Vehicle Safety Standard Regulations or meet the specifications set forth by the American National Standards Institute, Inc. A minimum of Snell rating of SA8 or better.
- b. It is mandatory that all competitors wear either a “Horse Collar” type neck collar or a commercially available “Head and Neck Restraint System”. It is highly recommended that drivers use the “Head and Neck Restraint System”. It is up to each competitor to make sure this will adequately support their head and helmet and sufficiently protects them from injury in any crash.
- c. It is mandatory that at all times while operating a Cup Lites car all drivers wear a driving suit made of an approved fire resistance material that carries a SFI 3-SA/5 or higher rating, as well as fire retardant shoes and gloves and together they effectively cover the entire body. The use of fire retardant long underwear, turtleneck, head sock, and foot socks are highly recommended. **It is each competitor’s responsibility to make sure that he or she is adequately protected against all possible crash and fire situations.**
- d. It is highly recommended that all drivers wear arm restraints while competing in the Cup Lites cars.

Competitors Safety Requirements and Obligations

1. **The Cup Lites Series, Cup Lites Series officials, Tim Bender Race Cars inc., Series Sponsors, Race Promoters and the agents or employees of these groups will NOT be responsible for the safety of a competitor’s race car, equipment, the competitor’s actions before, during or after an event or the safety of a competitor himself, his crew or anyone at the race track.**
2. **Competitors are obligated to inspect the race facility, the race track, their conditions, the track safety equipment, the fire fighting equipment and the safety personnel. Any safety inadequacies, deficiencies or violations should be reported to the Cup Lites Race Director immediately. Each person taking part in the Cup Lites Series has the right to not take part or withdraw from competition if they determine that any aspect of the Cup Lites Racing Series, the race tracks or the Cup Lites cars, are unsafe and they are not willing to take the risks and assume full responsibility for all these risks involved in Cup Lites racing.**

3. **Competitors are solely responsible for the safety of their race cars and their racing equipment. All Cup Lites drivers are obligated to operate their cars in manner that will minimize the risk of injury to themselves and to others.**

Cup Lites Competitor Membership Requirements

1. **General Membership:** All persons entering competition or restricted areas and / or either driving, owning or participating, as a crew member in the Cup Lites Series must have a current Cup Lites Series license. A notarized minor release is required for members 16 to 18 years of age. All applications subject to approval. Improper use of licenses shall result in revocation. All licenses are non-transferable.
2. **General Responsibility:** Members are independent contractors, not employees of Cup Lites or the speedways and assume full responsibility for any taxes or changes on any funds received from Cup Lites or the speedways.
3. **Special Committees:** At the direction of the Cup Lites Series Director, **Special Committee(s)** may be formed to help to ensure fair and impartial treatment of all competitors and Cup Lites members. These committees may be called upon by the Series Director to determine the penalty(s) for a competitor who may have violated certain rules or procedures. It is the responsibility of every Cup Lites licensed member who may be called upon to participate in a Special Committee to do so responsibly, weigh the information provided and vote as fairly as possible for the good of the Cup Lites Series as a whole. The format for meetings and voting will be laid out in a **Special Committee Format Supplement** to the rules.
4. **Driver:** All Cup Lites drivers must secure and maintain a current Cup Lites competitor driver's license. To do so, a person must be at least 16 years of age and possess a valid state or province driver's license. Any driver with limited car racing experience will be required to attend the Cup Lites driving school at the discretion of the Cup Lites Director before competing. A competitor must be of sound physical condition with medical verification, if requested.
5. **Car Owner:** All cars must have a registered, Cup Lites licensed, car owner. Car numbers will be assigned by Cup Lites to car owners and reserved by sequence of Cup Lites car purchases. Any car owner not purchasing a Cup Lites car owner's license by the first touring series may lose the number they have previously had or have reserved. If car ownership changes, a new car owner's license must be obtained and new car number registered. Car numbers do not go with cars. Car numbers are non-assignable and non-transferable except by Cup Lites Race Series Director. Cup Lites reserves the right to revoke, reassign or transfer car numbers at any time as necessary.
6. **Registration:** A car must be registered, all forms must be completely filled out, including car serial#, waivers signed and entry fees paid before a car may practice or race. **Only one car can be registered and practiced for each car number and driver(s) earning points for that number car. Once a car has entered the track for practice, all fees are non-refundable.**
7. **Members in Good Standing:** All competitors, drivers, car owners and crew members associated with any Cup Lites car **must be in "good standing" (no money owed or**

unpaid bills) with the Cup Lites Series, T.B.R.C. Inc., the promoters and any series sponsors, to be allowed to compete at the discretion of the Cup Lites Race Director. Even if that car is sold to a different car owner, all money owed related to that serial# car must be paid in full before that car, driver, car owner or crew members individually or together will be allowed to compete.

8. **Knowledge of Rules:** Members are responsible to know policies, rules and regulations set forth herein and those which become effective during the season. Information contained in Cup Lites rules updates become effective upon publication. All Cup Lites teams are responsible to be able to receive faxes. All rule amendments, car updates, race schedule updates, starting times as well as any other important information will be distributed by fax machine. Drivers assume full responsibility for the car and conduct of the pit crew, family members, and sponsors and shall be the sole spokesman thereof.

DISCLAIMER: Any and all persons taking part in the Cup Lites Series in any way agree and accept that this and all forms of automobile competition are dangerous and possible injuries and or death could result and each person taking part in any way assumes full responsibility for these risks and dangers of serious bodily injury, including permanent disability, paralysis and death at all times. No person taking part in the Cup Lites Series in any way including drivers, car owners, crew members, officials, and family members of the aforementioned will have any claim for expenses or damages against the Cup Lites Inc. Series, Tim Bender Race Cars Inc., any dealers, sponsors, the speedways, the promoters, the series officials, the track officials or any officer or employee of any of these companies or groups regardless of negligence. Each person taking part in the Cup Lites Series in any way has the right to not take part or withdraw from competition if they are not willing to take these risks and assume full responsibility for these risks involved in Cup Lites racing! All persons entering the Pit Area must sign the release waivers. If persons are under 18 years of age, their parent or legal guardian must also sign a special parental consent release form. At some tracks no one under the age of 16 will be allowed in the pits.

9. **Competitor Accident Policy:** All injury reports are to be filed on date of incident with the Race Director and Emergency Squad. Failure to report may result in denial of claim by the insurance company. All injuries subject to examination by designated physician.
10. **Program:** The program consists of qualifying and feature events. The Cup Lites Series will determine the number of events which constitute a complete program.
11. **Participation:** Competing cars shall be inspected by Cup Lites officials. **Such inspection does not deem a car safe and free from defects.** No expressed or implied warranty of safety shall result from publication of or compliance with these rules. Anyone may inspect the race course. By participating, you deem the race course acceptable for competition and accept full responsibility.
12. **Pit Area:** No personal vehicles allowed in Pit Area until one (1) hour after last event. When driving a Cup Lites race car through the pit area, the speed limit will be 5 mph. Any cars operated at unsafe speeds higher than 5 mph or driving in a dangerous manner in pit area may be penalized, disqualified or fined.
13. **Conduct:** All Cup Lites competitors and members shall wear presentable attire. All members are subject to proper conduct. No crew members will be allowed near track. No

performance of an act or participation in actions deemed by the officials to be detrimental to auto racing. No fighting or instigating abuse of officials or vulgarity will be tolerated. **Any race team member instigating, threatening or participating in physical or verbal abuse of Cup Lites officials or other race team members or using vulgarity toward Cup Lites officials, committee members, other race team members or anyone else will be penalized.** Entering the Pit Area of another competitor **or entering the Cup Lites Racing Series trailer in a hostile manner** after an incident, an official ruling or any time is deemed instigating. Cup Lites officials or applicable committee will determine the severity of the penalties of those involved. **Penalties may be, but are not limited to: monetary fines, suspension for one or more races, and or disqualification from an event(s).**

14. **Drugs & Alcohol:** Mandatory revocation of license for member using drugs at any time or intoxicating beverages before entering race premises or while in attendance until last event is complete. All members must consent to drug or alcohol testing at discretion of Cup Lites officials or applicable committee. Any driver owner or pit crew violating this rule will result in disqualification of the car and loss of purse and points for program.
15. **Decisions:** All of the decisions concerning score keeping, suspensions, disqualifications, fines and the interpretation of the rules by Cup Lites Series Director, Cup Lites officials or applicable committees are non-protestable, non-appealable, non-litigable, are final and considered binding to all parties involved.
16. **Payoff Procedure:** Payoff will be at the next scheduled event. Only car owner or designated agent by car owner is permitted to receive purse. No purse distribution will take place until technical inspection is final and all protests resolved.
17. **Inspections**
 - a. The Cup Lites Series reserves the right to inspect any part of, or any complete Cup Lites race car for safety, damage, or rule conformity at any time before, during, or after any event without any restrictions whatsoever. **In the “Spirit Of The Rule” and to preserve the intent of the Cup Lites series to keep cars equal and “the playing field as level as possible” Cars that visibly look to the Cup Lites Officials to have a competitive advantage will be singled out and inspected before, during, or after any event without any restrictions whatsoever.** All competitors’ cars must be available for inspection before each event and after each race.
 - b. **Immediately after each feature race, the top four finishing cars must report directly to the Cup Lites inspection area and immediately check in with the Cup Lites Series officials and designate one qualified crew member that will bring his tools, will cooperate and perform with the Cup Lites officials directed tear down procedure.** Failure to do so will result in possible disqualification and the forfeiting of all money and points earned that race and possible further disciplinary action by Cup Lites officials or applicable committee. The winner will first go to the winner’s circle (if applicable), then report directly (absolutely no tampering with the car) to the Cup Lites inspection area ASAP.
 - c. The Cup Lites Series reserves the right to impound any Cup Lites car, engine or parts for further detailed inspection as deemed necessary by Cup Lites officials.

d. The Cup Lites Series has the right to confiscate any parts and or equipment which fails to meet applicable Cup Lites rules and or specifications during inspections before, after or during any event and will do so. If Cup Lites officials determine parts and or equipment is in violation of a technical rule, the illegal parts will be impounded and become property of the Cup Lites Series and the Cup Lites officials or applicable committee will take whatever action deemed appropriate toward the offending competitor and to further interests of fair competition and finality in competition results. Such action includes, but is not limited to, revising race results, imposing penalties (disqualifications, suspensions or fines), awarding or subtracting points or taking no action. **All decisions of the Cup Lites Series Director or applicable committee are non-protetable, non-appealable, non-litigable and are final.**

18. **Protests:** A registered Cup Lites competitor competing at an event who believes that another competitor has a significant unfair advantage by some action or devices that the competitor believes is in violation of the Cup Lites rules, may file a protest to Cup Lites officials. The protest must be made in writing by the competitor to Cup Lites officials within 10 minutes after the checkered flag is displayed signifying the completion of the race. Each separate protest must be accompanied by a \$250 cash protest fee. The Cup Lites Series Director will determine whether the matter is protestable or not. If the Cup Lites Series Director determines that the matter is not protestable, the matter and decision are non-appealable, non-litigable, is final and the fee would be refunded.

If it is determined that the matter is protestable and it is a non-equipment related violation, the Cup Lites Series Director and or applicable committee will decide the protest as quickly as possible and shall inform parties involved in the protest of decision.

If it is determined that the matter is protestable and the protest is for an equipment-related technical rule violation, the protested car will remain impounded in the Cup Lites inspection area. The protesting competitor's car will also be subject to inspection at the discretion of the Cup Lites Series Director. The protested car's driver will designate **one qualified** crew member that will bring his tools, will cooperate and perform with the Cup Lites officials directed tear down procedure. Failure to do so will result in automatic disqualification and the forfeiting of all money and points earned that race, possible point loss from previous races and possible disciplinary action by Cup Lites officials or applicable committee for future events. If Cup Lites officials determine an equipment technical rule violation was committed, the illegal parts will be impounded and become property of the Cup Lites Series. The protesting competitor would be refunded his \$250 back and the Cup Lites Series would retain in whole or in part any prize money the rule violating competitor may have received. If Cup Lites officials determine that the protested car is not in violation of the rules, the protesting party will forfeit the protest fee and \$150 of the protest fee will be given to the protested cars owner and \$100 will go to the Cup Lites Series. In deciding the protest, the Cup Lites officials or applicable committee may take whatever action deemed appropriate to further interests of fair competition and finality in competition results. Such action includes, but is not limited to revising race results, imposing penalties (disqualifications, suspensions or fines), awarding or subtracting points or taking no action. **All decisions of the Cup Lites Series Director or applicable committee are non-appealable, non-litigable and are final.**

19. **Timing and Scoring:** For regular events, the Cup Lites Racing Series uses the scorers from the track where we are racing. In longer events, each race team may be required to

provide a scorer for their car. The official Scorer is in charge of providing information to the Race Director to aid in the running of the race and for official race line ups. The official scorer is in complete control of restart line ups, lap(s) down cars and scoring during the race. **The restart line ups and the bearing they have on the race is non-protestable, non-appealable, non-litigable and are final.**

20. **Matters Not Subject to Protest:** Protests will not be accepted that are directed toward a decision of a Cup Lites official or applicable committees on any subject. **All decisions of the Cup Lites Series Director or applicable committees are non-protestable, non-appealable, non-litigable and are final.**
21. **Disposal:** Absolutely no oil, fuel or antifreeze is to be dumped on any speedway grounds. All disposals of these items and tires are the responsibility of the car owner.

Starter and Flag Regulations

1. **Official Starter:** All practice and competition activity on track are under the immediate control of the Starters. All competitors shall adhere to the Starter's directions and the direction of the Cup Lites officials on the official Cup Lites frequency.
2. **Green Flag:** Signifies the start of an event. All cars must remain in line after receiving green until past the start / finish line. Green may be followed immediately by yellow for complete re-start at the discretion of the Starter or Race Director. On re-starts after a caution, racing will resume when the designated line is crossed by the pole inside care and the green flag and/or light is displayed **with passing only to the right until after crossing the start / finish line.**
3. **Yellow Flag:** Signifies there is a hazard or the track is not clear. Cars must decrease speed in such a way as to not cause more incidents with the cars behind and remain in single file. No passing allowed. Violators subject to penalty during and after event.
4. **Red Flag:** Signifies stopping of race. Cars must come **to a stop as quickly and safely as possible away from the accident scene at the direction of race officials.** The race is scored according to last completed green flag lap. **Cars involved in the incident that brought out the red flag may be taken safely to the designated pit area at the direction of officials and may be worked on during a red flag but must restart scratch. Involved cars may not change tires under red flag condition unless approved by officials for flat tire or bent wheel. Cars not involved in the incident must remain on track or area designated by officials until the yellow flag is displayed or directed by officials.**
5. **Black Flag:** Signifies that a car must immediately report to infield for consultation. If for an equipment violation and remedied, car may return to competition. If procedure violation or rough driving, car may be penalized with stop and go or balance of race. If participant fails to comply with the black flag, he is subject to forfeiture of all points and money for event in addition to other penalties at the discretion of Cup Lites officials or applicable committee.
6. **Blue and Yellow Flag:** Signifies that the competitor(s) getting the flag are being lapped by lead lap cars. This competitor(s) must move to the inside out of the way **without**

changing order of cars being lapped until lead lap cars have passed. Violators are subject to penalty during or after event.

7. **Green and Two White Stripes:** Used at some track. Signifies lane choice. When displayed to challenged car, driver must select lane within one lap. Violators subject to disqualification.
8. **White Flag:** Signifies one more lap remains for caution period before green will be displayed or one more lap before completion of the race.
9. **Checkered Flag:** Signifies completion of event. Race can end under the waving of the checkered and yellow flags together if incident happens on last lap(s) at the discretion of the Cup Lites officials. **When the checkered is given to the leader, the balance of the field also receives the checkered on the same lap.** Finishing positions decided according to distance traveled regardless if car takes checkered flag **or is not running. All cars must finish under their own power.**

A race is considered completed once the half-way point has been reached by the leader provided it is impractical to race the listed distance due to weather, time restraints or other unforeseen circumstances. Some race lengths may be limited by a lap and or time duration where time or schedule restraints may not allow halfway point to be reached but still will be considered completed and will be announced as such.

If a race is under yellow or red flag and must be stopped and considered complete because of unforeseen circumstances, the finish order will be what the restart order would have been had the race restarted.

If a race ends under a checkered and yellow flag the finish will be as they cross the line under the checkered and yellow flags.

If a race finish is officially determined to be a tie, the tied cars will both receive the points designated for the position in which they were tied and they will be paid half of the total prize money of the position they were tied for and the next position back.

Race Procedures

1. **Practice:** Practice sessions are different for each track and will be scheduled before race time unless otherwise announced. No practice without starter, tow trucks and safety crew. Length of practice is determined by available time, not by number of practices per division.
2. **Testing:** In an attempt to keep the competition as fair and close as possible and not increase the cost of racing, there will be NO testing (practice), either scheduled or private, at a facility hosting a Cup Lites scheduled event, SEVEN days prior to said event. The ONLY two exception will be: (1) Open practice scheduled by the track the day of qualifying or racing at said facility hosting the event. (2) If this rule is officially and publicly waived for a particular event by the Cup Lites Racing Series.
3. **Line Up:** Line up is based upon point system from prior race results. Any entry signing in after starting time is subject to start scratch. Any entry not in line up chute when previous

race is ended is subject to start scratch for that race at the discretion of the Cup Lites officials. Once gates shut, no entry will be permitted on track.

4. **Start:** All cars must stay in line and maintain pace. On the initial start NO passing until reaching the start / finish line unless a car is completely off pace. **Pole inside car sets pace.** If yellow is displayed before completion of one lap, cars involved in an incident may be directed to start in the rear of field. If virtually the whole or most of the field is involved in incident, a complete restart may be used from original start positions. On initial start or restart after the pace car pulls off, all cars must maintain the pace car speed until just before the designated line then use a gradual acceleration until reaching the designated line or green flag is displayed. If it is determined that any driver intentionally reduced their speed just prior to the green flag to help to obtain an unfair advantage, at the discretion of the Cup Lites officials, the offending driver may be warned or penalized and a complete restart may be instituted or the offending driver may be penalized after the race is completed.
5. **Restart After one Lap Complete:** Line up is in the order in which cars were running at the crossing of the finish on the last completed green flag lap before the caution flag was displayed. If a red flag, restart according to line up on the last completed green flag lap before the red flag was displayed. Cars involved in incident start behind those not involved. On restarts, passing at the display of the green only to the right until reaching the start / finish line. If sufficient laps completed, race may be called with points and money according to position held for restart.
6. **Procedure Under Caution**
 - a. The restart line up will be determined by the position of cars on the last completed green flag lap before the caution flag was displayed. Cars considered involved in incident start scratch. It will be determined solely by the officials which cars are considered involved in an incident. The first lap under caution counts except 50 or more lap races where the caution laps that count will be determined on a race-by-race basis.
 - b. Any car failing to line up in the position directed by track officials shall start from the rear of the field, be given a stop and go penalty, shall lose position(s) or be disqualified either during or after the race.
 - c. For the re-start, cars will start single file in the order they were running at the last completed green flag lap whether they are lead lap cars or not. All cars considered involved in the incident will go the rear. If a car is lap(s) down or the driver does not feel comfortable starting in his restart position, he may pull to the inside, wave cars by and must drop all the way to the rear of the field.
 - d. The last two (2) laps must be run consecutively under green.
 - e. Any car failing to take the initial start green flag will not be allowed to complete. After original green flag, driver may not drive backup car or any car not qualified.
7. **Incidents**
 - a. Any car causing a caution, loosing control and or spinning **may** be considered involved in the caution incident. The Cup Lites officials will determine what cars were involved

in the incident. All cars considered involved in an incident must restart from the rear of the field.

Clarification: If while the caution is coming out or while the caution is already out a car, or cars, spins to avoid the accident or spins in another location but does not cause the caution and immediately continues **without contacting anything**, he may restart from his position at the time of the caution. If while the caution is coming out or while the caution is already out, a car, or cars, spins and contacts another car or the wall, he will be considered involved in the incident and must restart from the rear of the field.

- b. Caution flag may or may not be displayed for a racing incident in which an offended car loses one or several positions due to the offending car bumping him out of the way or spinning him out of the way of spinning him out in which the offending car shall restart scratch. If for the restart after the incident the offended car lost lap(s), the offending car will also lose lap(s) or more. The offending driver at the discretion of Cup Lites officials or applicable committee during or after the race is subject to, but not limited to, possible loss of position(s), lap or time penalty including possible disqualification.
 - c. If officials determine that a driver intentionally tries to cause a caution flag, a caution flag may or may not be displayed and the driver may be penalized.
- 8. Repairs:** No car may be attended to on the track. In infield (non-pit area) only an official or the driver may attend to his car. If a car enters into the official Pit Area his crew is allowed to assist him in repairing his car. All entries returning to the track shall start to the rear of cars on same lap in order of return. If officials stop a car to check for damage and the driver or officials attends to the damage to repair or make safer, the car must restart to the rear. If after being inspected by the official there is no repair or assistance to car and the driver does not get out of the car (under caution), it may restart in its original restart position before being stopped as long as it immediately rejoins the field. Once white flag is shown signifying one lap before starting, gate(s) – if track has one – to non-infield pit areas will close. Only authorized personnel shall be in the infield non-pit area any time during the race program.
- 9. Driver Only:** Only one person allowed in race car at any time on track or in pits. No part of the driver's body is to extend outside of closed body of race car during the race or practice.
- 10. Manner of Driving:** Continual ill-handling, rough driving or unsportsmanlike conduct on or off the track will result in disqualification or penalty. Any car which leaves the race course by four wheels must return in safe manner.
- 11. Penalties:** A penalty is the act, during a race, of detaining a driver for a certain time, number of laps, or positions, whichever is appropriate as determined by Cup Lites officials. A penalty may be imposed when the competitor has violated the applicable rules direction from a Cup Lites officials or a known race procedure. During a race, a time penalty could include a “stop and go penalty” or a penalty of positions as directed by officials. The Cup Lites Series reserves the right to assess such penalties after the event at the discretion of Cup Lites officials or applicable committee when there is insufficient laps or time remaining in the race to impose a lap or time penalty or in a case where the violation

wasn't discovered or decided upon until there is insufficient time left to impose such a penalty. Scoring will be corrected accordingly.

Point System

1. Points: Points are awarded for qualifying heats and feature races.

For **qualifying heat races** the point awards are:

35 for 1st;

30 for 2nd;

then two point increments down to last.

For **time trials** the qualifying point awards are:

50 points for 1st;

48 for 2nd;

then one point increments down to last.

The **feature race** points awards are:

175 for 1st;

146 for 7th;

170- for 2nd;

142 for 8th;

165 for 3rd;

138 for 9th;

160 for 4th;

134 for 10th;

155 for 5th;

130 for 11th;

150 for 6th;

then three point increments down to last position.

If a car attempts to qualify for the feature and fails or becomes legitimately un-operational (verified and approved by Series Director) after or during qualifying and can't start the feature, the car will be awarded last place feature points (not prize money). If this applies to more than one car, order of points will be determined by qualifying finish. For Touring Series races, Cup Lites will determine if and when a points bonus will be used for farther travel races. For example: If a race is X miles away from the series base (E.A., N.Y.) there could be X points added to each feature finish position at that event. In all cases of season ending ties, ties will be broken by using the greater number of feature finishes first. If a tie still exists then second, then third, etc. in feature races counting toward that position until the tie is broken. If a tie still exists, the car with the best feature finish first will prevail. During the season, ties will be broken by preference to the car first holding that position.

The definition of an event is a complete race day or night.

2. **Point Allocation:** All points are awarded to the registered car owner and car number. Each registered, licensed car owner may have up to two drivers per car and number, plus one substitute driver in case of injuries to compete for championship points. The **first** and **second** drivers can only be registered to drive one number car. The second driver doesn't need to register until before he races (he can have a driver's license and not be registered to a car number). An injury **substitute** driver doesn't need to register until needed. All drivers must each possess a current valid Cup Lites driver's license before they compete. Once a car owner has registered a driver for a particular event, he cannot substitute his other driver without Cup Lites officials giving approval. If during a race a driver change is needed (only allowed because of illness or **prior injuries**, it must be to a qualified licensed substitute driver and must be approved by Cup Lites officials) the substitute driver will start scratch in restart with points, purse and position still going to original car owner and

number of car being driven. If a driver is injured **during** a race and can't continue, a substitute or second driver cannot complete that race for him or his car number. If a driver becomes legitimately unable to participate in an event(s) and verified and approved by Cup Lites officials **only** because of serious illness, serious injury or death in driver's **immediate** family (parent, spouse, sibling, or child) a substitute driver (if he does not have a license he must purchase one) must start scratch in the first event as the substitute for that number car and score points (only one substitute driver per season for as many events as needed) toward the original car owner and number car being driven. A substitute driver can be a driver registered to drive and earn points for another Cup Lites car number. A second registered driver **cannot** be a driver registered to drive and earn points for another Cup Lites car number.

3. **Cup Lites Car Substitution:** Before the start of a race, a car that is unable to race because it is unintentionally un-operational **and verified and determined by Cup Lites officials to be legitimately unintentionally un-operational and sufficient time wasn't available for car to be repaired**, the car may be replaced by a substitute Cup Lites car in its place and must be driven by either the first or second registered driver of the original un-operational car number with points being awarded to the original un-operational car number. This must be approved by the Cup Lites Series Race Director. If a substitute car is approved and used it must be registered, all forms must be completely filled out including car serial number, waivers signed and all entry fees paid on the substitute care before it can practice or race. If a substitute car is used after the original car was used in practice, qualifying or races, the substitute car will start scratch in the remaining qualifying and feature races.

If a practice session(s) is divided into two or more groups, each registered car and driver may only practice with the one group designated in each session by the Cup Lites officials unless specifically authorized by the Cup Lites Series Director.

If a car number has a first and second driver registered to earn points for it, only one of those drivers, the driver registered for that particular event, can practice in that events practice session unless authorized by the Cup Lites Series Director.

4. **Handicap and Starting Line Ups:** All races will be lined up by the handicap system or time trials with the **possible** exception of Championship feature races, **where indicated, may** be lined up by other methods as determined by the Cup Lites Series. A driver wishing to start scratch, due to a lack of experience or confidence, should inform Cup Lites officials as early as possible so new line up can be determined and posted. Drivers not registered as one of the two points earning drivers for the car he is driving will start scratch. When time trials are used for qualifying, the feature race or additional qualifying race may be lined up straight up or by a non-disclosed number of invert. A car disqualified for a technical rule violation will start scratch in the first complete program in which the car, car number and or driver participates thereafter and car number will be credited in the handicap system with a win for the disqualified race. Handicap starting position of each car is determined by the highest finish position in its last four weeks of feature competition in that season. The first racing event of the season line up will be determined by a draw or by time trials and possible invert. From the second event on, the line up will be based on the handicap or by time trials and possible invert. The car qualifies not the driver. Driver may compete in only one heat. Driver must drive car qualified if operational. Registered number must be used. Dividing heats into slow and fast cars is at the discretion of Cup Lites officials. Before the start of a feature race, a car that has competed in qualifying that failed to qualify or is unable to start the feature race because it is un-operational **and verified and**

determined by Cup Lites officials to be legitimately unintentionally un-operational and cannot be fixed in time will be allowed to not start the feature but will earn last place feature points (not prize money) and be credited with the feature start for future handicap starting line ups.

5. **New Drivers or Part Time Teams:** First time drivers in Cup Lites races will start scratch in their first heat and feature event even when time trials are used for qualifying. The handicap starting position system for any car numbers starting their first race of a season after the first event of a season will be as follows:

1st Event: start scratch and is then entered into the handicap system.

2nd Event: start according to 1st event finish and one 5th place finish

3rd Event: start according to 1st, 2nd event finishes and one 10th place

4th Event: start according to 1st, 2nd, 3rd event finish and one 20th place

5th Event: start according to 1st, 2nd, 3rd and 4th event finish

Once entered in the handicap system, a car number that fails to compete in two consecutive racing events, without good cause, will start scratch in next heat and feature event entered -- even special events where time trials are used -- unless noted otherwise. The next race he will go back into the above system.

6. **Feature Qualification:** Cup Lites officials will determine the number of cars to qualify through heats or time trials for feature. Drivers not qualified will start scratch or will qualify through consolation or qualifying race if necessary. The number of cars qualifying will be determined by size of field and number of heats. The field will be lined up according to the handicap system with non-qualifiers to rear. The total number of cars to race in each race will be determined by Cup Lites officials.
7. **Counter Promoting Races:** If it is determined that any person(s) known to be affiliated with any Cup Lites car, driver or team in any way is involved in counter promoting Cup Lites races (conducting, promotion or helping to promote races for Cup Lites cars other than for the official touring series) without the written permission of the Cup Lites Series, they, their car and driver will not be allowed to compete in the Cup Lites series again.
8. **Driver Ineligibility:** The Cup Lites Series is designed to promote low cost, competitive, close racing. To maintain these, the Cup Lites Series will not allow professional race car drivers to participate in Cup Lites Race Series points races other than when given special exhibition approval by the Cup Lites Series Director. If given, then the professional driver will start scratch in the feature and no points or prize money to them or their team. A professional driver is defined as one who has finished in the top 20 in points in the last 7 years in, has won a race(s) in the last 7 years in, or competes in a professional car racing series. The Cup Lites Series Director will determine which racing series will be considered professional and a current list will be provided upon request.

9. **Rookie Stripe:** All drivers determined by Cup Lites officials to have limited car racing experience must display a 3” h. x 16”w. yellow “Rookie Stripe” in the center rear bumper license plate area for their first season of competition. Only these drivers will be eligible for Rookie Awards if any are offered.