



**Empire Super Sprints  
2011  
Rules of Conduct and Procedure  
Technical Rules**  
**(Note- Changes for the 2011 season are in Red.)**

**A. Rules of Conduct**

**A.1** The car owner and/or driver shall be responsible for the actions of his pit crew while at any ESS sanctioned race. In addition, each pit crew member is equally responsible for their own actions.

**A.2** The driver and one other designated member shall be the only spokespersons for their particular car and crew. (POLICY - the driver or designated member will not both speak on the same issue at the same time.)

**A.3** No member shall enter the judge's tower or approach the starter's stand for the purpose of lodging a complaint or disputing a decision.

**A.4** No member shall use abusive language, or threaten bodily harm or equipment damage, when addressing another member or track official or subject such persons to unwanted physical contact.

**A.5** No driver or pit crew member shall drink intoxicants or use narcotics during any race meet. Any driver or pit crew member who arrives at a race meet and, in the opinion of the President, Vice-President or Pit Steward, is under the influence of intoxicants or narcotics will be denied participation in the meet.

**A.6** When a car is started in the pit area it is recommended that the driver wear his driving suit, seat belt and harness, and helmet properly fastened. When a car is started on the track, such equipment usage is mandatory.

**A.7** No excessive speeding will be allowed in the pit area.

**A.8** Any driver, while racing, who commits unnecessary contact, harassment, or uses any driving tactic, whether intentional or not, that is considered dangerous by the Starter, Pit Steward, Drivers' Committee, President, or Vice-President will be deemed to be Rough Riding.

**A.9** Any driver or owner acting against or in opposition to a decision or policy of ESS officials or directors shall be subject to a loss of points, suspension and/or fine at the discretion of the Board of Directors.

## **B. Rules of Procedure**

**B.1** All cars are subject to inspection by the Technical Inspector or President, Vice-President, or their designee, at any time or place.

**B.2** All drivers and cars must be licensed by ESS to compete.

**B.3** Rookie drivers, as determined by the Drivers' Committee, President, Vice-President or Pit Steward, will be required to start a minimum of three race meets in the scratch position.

**B.4** Any driver who continually gets into trouble without good cause or appears unable to safely handle his/her car will be counseled at the direction of the Drivers' Committee, President, Vice-President, or Pit Steward, and allowed to compete at a level and in a manner determined by the Drivers' Committee, President, Vice-President or Pit Steward.

**B.5** All drivers shall use diligent effort to be ready to compete and have their cars in line promptly when called.

**B.6** No car will enter the track under any condition (white, yellow or green flag conditions) without permission of an ESS official. Any car two (2) or more laps down may not reenter the track and will be done for the remainder of that event. *(Policy: Cars are not allowed to enter the track under the white or green flag.)*

**B.7** Pit crew members will not be allowed on the track unless requested by an official. In case of a refuel, no more than two crew members per car will be allowed on the track. Refueling will be at the sole discretion of the President and/or Vice-President. Tear-offs may be taken out during fuel stops only.

**B.8** No repairs or adjustments will be made while on the track during any yellow flag period. Repairs or adjustments that can be accomplished without tools and without delaying the restart may be made by the driver only during a red flag period. Any car that pulls off the track during a restart situation will automatically restart in the scratch position. In the event that more than one car pulls off the track the last to return will be scratch, with the others completing the end of the field. *(POLICY: A violation removes the car from that particular race not necessarily the entire show.)*

**B.9** The Starter has complete charge of the track. Drivers shall immediately comply with the Starter's commands, whether given verbally, by hand signal, or by flag.

**B.10** The number of cars starting any race shall be determined by the President and/or Vice-President. In addition to those who have qualified, a bubble car may be started and go out for the A-Main. When the initial white flag comes out the bubble car shall pull in if the correct number of qualified cars are running on the track. If the lineup is short, the bubble car shall stay on the track and compete from the scratch position.

**B.11** All original starts and double file restarts will be at the drop of the green off the fourth corner. A cone, pole or other device may be used to indicate the spot where the race starts. Cars shall remain in line until the race starts. Any car passing prior to the drop of the green will be set back by the Starter, at the end of the race, two positions for each car passed. (*POLICY: Leaders may be sent scratch by the Starter if a yellow is thrown due to a bad start.*) Cars may not pass any Pace vehicle unless directed by an official. Violators may be sent scratch for passing a Pace vehicle.

**B.12** If there is an accident, the field will be restarted with the car or cars causing the restart, plus any stopped car, going to the rear of the field. If the first lap is not complete the field will be restarted double file, per original line-up. **When the race is restarted after the lap is official it will be double file with lapped cars dropping to tail. The race will restart when the leader reaches chalk line or cone. Restart positions after the first lap is scored complete shall be per positions of the cars on the last completed lap when the yellow, red flag and/or lights were displayed. The leader has lane choice for double file restart with the rest of the field following in double order per positions (ex. after front row, third place is inside row two, etc...)** Should there be an immediate caution following the double file restart without a lap being scored complete other than calling the restart back for an infraction, the ensuing restart will be single file. The leader will pick up the pace coming out of turn four and when approaching the cone may go. No car may check-up causing cars behind to slow down. Violators may be sent to the tail of the field, (*POLICY: Cars striking the cone, or passing before the cone, will be set back two spots [per car passed] at the end of the race. Passing shall occur when any part of the car begins to encroach on any part of the car in front. Restart position challenges shall be settled by the official's best judgment and that may include using the last lap scored. Some re-starts may occur without a white flag to save time. In that event the Pit Stewards will signal by pointing flags.*)

**B.13** The Technical Inspector, President or Vice-President will enforce the technical rules and shall have the authority to deny a car permission to race based on their judgment of it's condition relative to such rules.

**B.14** All racing must occur on the racing surface as defined by the President, Vice-President or Pit Steward except where movement off the racing surface is necessitated to avoid an accident.

**B.15** The President, Vice-President or Pit Steward will enforce the rules of procedure and conduct and determine sanctions as they deem most appropriate. Any suspension in excess of two race meets including the meet of the infraction, must have concurrence of a majority of the Board of Directors.

**B.16** When the Starter, Pit Steward or Technical Inspector fail to observe or take no action in a matter believed by any member to be a violation of the rules, that member may request an informal discussion of the matter with the official. The official shall set the time, place and duration of such discussion. After the meet occurs, the official may choose to act on the matter or not act as he deems most appropriate. Any member wishing to protest a decision of the Starter, Pit Steward or Technical Inspector must file his protest with the President and/or Vice-President within 48 hours. Decisions of the President and/or Vice-President may be protested to the Board of Directors by filing a written notice of protest within 48 hours. Car owners protesting another car and requesting tear down shall post a filing fee as follows: \$200 for minimal tear down, \$500 for major tear down (i.e. Heads, intake, oil pan, etc.). Protesting car owner must remain with the challenged car during tear down. The President and/or Vice-President shall set the appropriate time for tear down. All protest fees will be refunded when protest is upheld. In the event of a major tear down, \$50.00 is paid to the Tech Inspector, the remaining will be refunded. Tear down fees will forfeit to the challenged owner in the event of an unsuccessful protest (\$200.00/\$450.00). (*POLICY: he A-Main finish will be posted for a 20 minute time period. During this period protests of the finish will be addressed. At the end of the aforementioned 20 minutes*)

*the posted and/or adjusted finish will be declared official and the A-Main payoff made. The time for posting may be further delayed due to cars being pumped.)*

**B.17** Any rule or specification may be altered, deleted or added between successive Annual Meetings upon unanimous agreement of the Board of Directors. The new or revised rule or specification shall be temporary unless and until approved by a majority of the members casting votes at the next Annual Meeting. All members shall be notified by newsletter of such temporary rules or specifications. (*POLICY: The newsletter notification may be by use of the website Members page*)

**B.18** One vote will be allowed in formal voting for each car number registered in the current year when such car has received points in ten separate complete ESS events in the current year. The voting member must either be the car owner or driver only.

**B.19** Ample space must be left on a prominent part of the car, to be set forth by the officials, for participating ESS sponsor decals. These decals must be displayed at all times absent a special exemption by the President and/or Vice-President.

## **C. Rules of Sanction**

**C.1** All members are subject to the rules of the club.

**C.2** All members must obey an order of an ESS official that pertains to the operation of the racing event.

**C.3** A violation of any rule or order is subject to a warning, loss of points, loss of position, and in the event of continued occurrences, suspension.

**C.4** A violation of any rule relating to abusive conduct, intoxicants or narcotics and unauthorized contact with track officials may be subject to immediate suspension without a warning.

**C.5** A driver determined to be rough riding may be black flagged and/or immediately suspended and is subject to a loss of up to 100 points per infraction. He/she is also subject to being placed in the scratch position for a designated number of A-Main races not to exceed 2 races per infraction.

**C.6** In the event a car is pumped over displacement standards or it's head or gasket is determined illegal, before the meet starts, the car may be disqualified for that meet. If pumped over or found illegal after the A-Main race is run, the driver will lose any points and money won during that meet. In either circumstance, the driver may forfeit all points earned for the season and start scratch in the next meet.

**C.7** Any car or driver failing to meet the technical standards before the race may be denied permission to start. Any car that becomes unsafe or a hazard while on the track will be removed from the race.

**C.8** Any driver causing excessive delays in a race, such as two unassisted yellows or violating any rule of procedure will be removed from the track and scoring will be stopped for that driver.

**C.9** The finishing positions to be weighed will be posted on the line-up board and/or announced during the nightly drivers' meeting. If a car fails to go to the scales and proceeds to his/her pit

area or stall they will be subject to receive last place finishing position, points and money. Determination/discretion of how close to their pit area before penalty will be made by ESS officials. In the event a car weighs under per Rule G.29 the driver will be penalized all points and money for the event.

**C.10** In the event a driver's car has an on-board, one-way radio in a configuration not approved by the Technical Inspector (such as with an unapproved frequency), the driver will be penalized all points and money for the event.

**C.11** No traction control devices of any type are allowed per G.13. Penalty is as follows: two-year suspension from infraction date for owner(s) and driver. Loss of all points earned year to date. Fine of \$1000.00 for owner and \$1000.00 for driver to be reinstated once the two-year suspension is served. Any application to register the same car earlier than two years by a different owner must be approved by the Board of Directors. Any car found to have traction control will be responsible for paying all costs associated with testing including shipping.

The ignition system or any component, thereof, may be impounded randomly, at the discretion of the Technical Inspector or in the event of a protest.

In order to protest a car for traction control, complainant must complete and sign an official ESS protest form accompanied by \$200.00 in cash.

**C.12** No fuel additives of any type per G.11. Penalty is as follows: two-year suspension from infraction date for owner(s) and driver. Loss of all points earned year to date. Fine of \$1000.00 for owner and \$1000.00 for driver to be reinstated once the two-year suspension is served. Any application to register the same car earlier than two years by a different owner must be approved by the Board of Directors. Any car found to have illegal fuel will be responsible for paying all costs associated with the fuel testing.

**C.13** All point fund monies for overall ESS championship will go to teams that follow 2/3rds of the current racing season.

## **D. Membership**

**D.1 Definitions:** (Eligible for registration)

**D.1.1 Car** - any sprint car meeting ESS specifications.

**D.1.2 Owner** - any person actually having possessive interest in an eligible car.

**D.1.3 Driver** - any person 14 years of age or older considered an experienced driver by the President or Vice-President.

**D.1.4 Crew** - any person actually assigned a repair or maintenance function on an eligible car.

**D.1.5 Associate** - any person sponsored as an associate of a car or the ESS tour.

**D.1.6 Jr. Associate** - any person under 14 years of age sponsored by a registered owner.

**D.1.7 Sponsor** - any person actually contributing in some monetary way to the maintenance effort of a registered car, or an official ESS sponsor.

**D.1.8 Official** - the President, Vice-President, Pit Steward, Technical Inspector, Starter, Scorer, Treasurer, Public Relations Director, and any other person designated by the Board of Directors to perform official duties.

**D.1.9 Temporary Permit** - a permit to allow one driver and car to compete in one full show. Drivers on a Temporary Permit are only eligible for money won through their finish in the A-Main.

**D.2** Any person may become a member of Empire Super Sprints if they are sponsored by a registered Owner, an Official, or a member of the Board of Directors.

**D.3** No more than 5 Jr. Associate members may be sponsored per registered car.

**D.4** The number of other members is unlimited.

**D.5** Persons wishing to join as a Driver or Owner do not need to be sponsored.

**D.6** Drivers will be further classified as rookie drivers until they have demonstrated a level of driving skill determined by the President, Vice-President, Pit Steward or Drivers' Committee to be that of an experienced driver.

**D.7 Dues:**

	<b>Until Jan 15</b>	<b>After Jan 15</b>
D.7.1 Car	\$50.00	\$100.00
D.7.2 Driver	\$30.00	\$ 50.00
D.7.3 Owner	\$30.00	\$ 30.00
D.7.4 Crew	\$30.00	\$ 30.00
D.7.5 Associate	\$30.00	\$ 30.00
D.7.6 Jr. Associate		No Fee
D.7.7 Sponsor	\$30.00	\$ 30.00
D.7.8 Official		No Fee
D.7.9 Temporary Permit		\$50.00

**D.8** When an application for membership has been approved by the President or Vice-President, or their designee, and the required fee paid, the particular car or member shall be considered registered.

**E. Points**

**E.1 Show-up** - 15 points will be awarded to any driver who makes a reasonable attempt to fire a car in Warm-ups, any Heat or B-Main, or the A-Main.

**E.2 Heat** - 12 points will be awarded to the winner of a heat race with each diminishing position earning one less point than the one ahead.

**E.3 B-Main** - No points.

**E.4 A-Main:**

Pos	Points	Pos	Points	Pos	Points
1.	100	9.	55	17.	24
2.	90	10.	50	18.	21
3.	85	11.	46	19.	18
4.	80	12.	42	20.	15
5.	75	13.	38	21.	13
6.	70	14.	34	22.	11
7.	65	15.	30	23.	9
8.	60	16.	27	24.	7

**E.5** Additional or modified points may be awarded by the Board of Directors at selected or special events. In the event that a driver who has come to race subsequently loans his car to another driver for the B or A-Mains he/she will be awarded points earned up to the point of loaning of said car.

## **F. Qualifying**

**F.1** Qualifying for starting positions will be by open draw as follows:

**F.2 Heats** – Heat starting positions will be determined by an open draw completed by the end of drivers meeting. *(Note – Heat races are 10 laps).*

**F.2.1** – If three heats are held, six cars from each heat will qualify for the A-Main. (If four heats are run five cars will qualify). The balance will run the B-Main. An exception may be made by the President and/or Vice President.

**F.3 B-Main** - Start heads up, alternating by position of the heats. Sufficient number of cars needed to round out the A-main will qualify.

**F.4 A-Main** - Twenty-two (22) cars will start the A-Main. Exceptions may be made by the President and/or Vice-President for Provisional or Buy-in starters, or under exceptional circumstances. *(Provisionals are permitted twice per season for drivers who have competed in 2/3rds of ESS events during the season. If multiple drivers request a Provisional they will be awarded by highest in tour points. Provisional starters take precedent over Buy-In starters. Buy-In starters are drivers who took the green flag in the B-Main finishing outside a qualifying position and have participated in 2/3rds of the ESS events during the season. Buy-Ins are offered by position finished in B-Main.)*

**F.4.1 Assignment** – Cars qualifying through the heats will redraw positions 1-12. Cars 13-18 will follow heads up from heat qualifiers (13-20 if four heats) with B-Main qualifiers following. Provisionals and Buy-Ins will then be added as the last two positions. *(Policy – A driver can start the A-Main in scratch position if he/she had to scratch a previous qualified car.)*

**F.5** A Driver may be placed scratch in any race regardless of his appearance, handicapping value, or point status if the President, Vice-President, Pit Steward or the Drivers' Committee requests that such action is in the best interest of the safety of all the competitors.

## **G. Technical Rules**

**G.1 Blocks** - No aluminum blocks; must be cast iron V8 with a single push rod and 2 valves per cylinder.

**G.2 Displacement** - 360 cubic inches maximum plus 1% tolerance (363.6).

**G.3 Motors** - Normally aspirated motors; no turbo or supercharged motors. No electric computer controlled timing devices. No computer control devices. Standard rotation only. No Titanium in motor except valves and valve retainers. Must be fuel injected.

### **G.4 Injectors and Heads:**

**G.4.1 Injectors** - A maximum inside injector stack diameter of 2 3/16" at least 3" in length is allowed. Note: Larger injectors may be used but sleeves a minimum of 3" in length must be installed above the butterfly. No alteration of injector manifold mounting holes will be allowed.

Due to manufacturing process some injector stacks may be slightly larger. There will be a tolerance of .005 allowed on no more than 3 stacks. No throttle body or plenum type injectors allowed. No down nozzle injectors. No timed fuel injectors will be allowed. Only one injector nozzle and one injector line per cylinder and it must be in the injector casting. Injection unit shall have one shaft operated butterfly per cylinder. The immediate area of the butterfly must be round. No slide or barrel type injectors will be allowed.

**G.4.2 Spec Heads** - Brodix heads, part #27-211 (Chevy), #27-223 (Ford), and #27-222 (Mopar), with ASCS stamp may not be altered in any way. Intake openings no larger than original, the only exception being inlet opening may be ground or polished 3/4 inch or no further into the port than the closest edge of the closest letter of the ASCS logo. During the polishing, the left side of the letter A is sometimes inadvertently brushed with polish wheel. This is permissible as long as letter is still intact. During polishing of inlet port, sometimes polish marks may go slightly further than the 3/4 inch. Intake port at no time may exceed 215 cubic centimeters. Intake port polishing will be allowed no more than 1 1/2 inches below the bottom of the original seat ring on the back side of the bowl area and no more than 1 inch on the short side. Polishing will be allowed in the combustion chamber area to avoid hot spot chaffing. Polishing will be allowed in exhaust ports as long as the original ASCS logo is not affected or port shape is not altered substantially. Absolutely no intake or exhaust port relocation, raising, enlargement or reshaping of any type and intake to head angle must remain within 1 degree of stock.

Valve angle and placement may not be altered in any way on the ASCS spec head or on any other head. ASCS checking fixtures will be used by ESS officials to enforce specifications and dimensions.

**G.4.3** Non spec Chevy heads will be allowed, but must have an unaltered ASCS intake restricting gasket installed. Unaltered means absolutely no modifications to bolt holes or port sizing. These gaskets are to be installed right side up with logo on top. The ASCS restrictor gasket must protrude a minimum of .150 inch into the roof line of both the injector and the cylinder head port. There shall be no streamlining or re-contouring of intake ports or injectors to reduce the effect of the restrictor gasket. Non spec heads must have stock intake bolt location and injector manifold is to be installed with stock 3/8 inch diameter bolts. No step studs or relocating bolts. You CANNOT enlarge or relocate restricting gasket bolt holes.

No Brodix #12 heads - no 18 degree heads, no canted valve heads, no heads other than original 23 degree valve angle heads. All aluminum heads must remain within 1 degree of the OEM valve angle.

**G.4.4** All oil pans must have inspection plug. Pans without plug will be subject to pan removal at anytime.

**G.4.5** The rules pertain to the small block Chevrolet. However, any engine may be used after the heads have been approved by ESS. No V6 engines will be allowed.

**G.5 Bumpers** - All cars must be equipped with front and rear bumpers, securely attached and suitable for towing/lifting.

**G.6 Nerf Bars** - Left and right side nerf bars should be attached securely and will not extend past the tire width of the car.

**G.7 Transmission** - Any type permitted.

**G.8 Drive Shaft** - Enclosed drive line with round safety tube only; must be approved by the Technical Inspector.

**G.9 Frame** - Special racing type only. Aluminum frames and roll cages disallowed. No bolt-on roll cages. Motor must be located in the center of the frame rails.

**G.10 Body** - Special racing car type with approved tail or tail fuel tank. Cars will be neatly painted and lettered and present a clean, professional appearance prior to each event. Cars not meeting standards may be denied permission to compete.

**G.11 Fuel** - Pure Methanol type only. No nitrous methane; **no additives of any kind**. Fuel will be subject to examination upon request. Must have fuel shutoff that clearly indicates the off position.

**G.12 Steering** - Stock or special steering wheel must have insert for unit rim and spider. Removable type steering wheel only.

**G.13 Axles** - Only conventional steel straight front axle with king pin allowed. No electronic traction control devices.

**G.14 Brakes** - Cars must have operative front and rear brakes.

**G.15 Wheel Base** - A minimum of 84 inches required. 100 inches maximum.

**G.16 Tires and Wheels** – Only Hoosier tires on the rear of the car. The right rear may be either an ESS/HTC plated RD15, an unplated D20/RD20 or D25. The left rear will be a RD12 compound with any size allowed. Any racing tire for the front is allowed. *(Note: This rule will be in effect thru the 2011 season subject to compound changes by Hoosier).*

**G.17 Ignition** - Any type may be used, but all cars must have a shutoff switch within easy reach of the driver that clearly indicates the off position. All ignition wiring/boxes must be under the hood. Only the ignition switch will be allowed in the cockpit.

**G.18 Exhaust** - Open port exhausts prohibited. Zoomies are legal. Mufflers, although not mandatory for ESS competition, will be required on a track by track basis where local and/or track rules dictate.

**G.19 Underpan** - All cars are required to have an underpan or floorboard.

**G.20 Dash** - An effective fire wall of metal, aluminum, or fiberglass must be installed between the engine compartment and the cockpit.

**G.21 Fuel Tanks** - All tanks should be mounted securely. Bladders are mandatory.

**G.22 Hoods** - All cars must have effective hood latches and must be securely fastened at all times during competition. Surface width not to exceed 2 inches wider than frame. Side risers are not to exceed 2 inches in height.

**G.23 Roll Bars** - All cars must be equipped with full roll cages. Bars equivalent to the strength of chromemoly 1 3/8 inches o.d., all with thickness of .090 and properly braced. No aluminum roll cages or frames.

**G.24 Fuel Pumps** - No glass fuel pumps or strainers are permitted.

**G.25 Wings** - Use of wing is mandatory. Specifications are: Maximum of 25 square feet with up to 30 x 72 inch side panels. Side panels can have an 8 degree allowance in the top two corners with no turn out on the rear edge (conventional looking side panels only subject to checking at anytime). Two inches of reinforcement material is allowed at top, bottom, front and back as long as it does not add to the height and length on any angle. All other flat surfaces attached to the top wing will be counted toward the total wing size measurement. In addition to a 25 square foot top wing, a two-inch wicker is allowed in an upright position at the discretion of the Technical Inspector. No side to side or up and down hydraulic wing setups (front to back only). No wood screws or hose clamps permitted. Wing width shall not exceed the outer edges of the rear tires. Numbers are mandatory on top of the wing and on both side boards. No side foils, rudders or panels are to extend beyond the roll cage on any side, no body pieces are to extend beyond or underneath the race car. No pieces may be added to the basic frame so as to resemble, imitate or be specifically designed to deflect, trap or form a wind break of any nature, except those used to cool or protect the motor and braking system. The area on the left side of the cockpit must be left open. Nose wings are allowed but not mandatory. Nose wing specifications are: Maximum of 6 square feet of wing area with 11 inches of height and 12 inches of total material height. In the event of a crash damaging the top wing, the car may be permitted by the Technical Inspector, President or Vice-President to continue racing that day without a wing. In the event of multiple weekend racing dates such approval may extend for the entire series of races.

**G.26 Safety Equipment** - The following equipment is mandatory and must be worn or used: approved safety belts that are no more than three years old, shoulder harness with approved mounting, Snell 00 approved helmet, plus two throttle return springs with one being pedal mounted and one injection mounted. Corrective lenses required for street use are required in competition. Also recommended are Fireproof underwear, fireproof hood or Nomex lined helmet, fire resistant gloves, "horse collars" and "sissy bars", front rock screen and cage nets with quick release mechanisms. High back seats and roll bar padding on the uprights behind the seat and on the entire cage loop are highly recommended.

**G.27 Numbers** - Numbers must be displayed on both sides of the car's tail and on the radiator shell if possible. Numbers on the center of the wing and both side boards are mandatory. It is not permitted to use only a letter as a means of identification. In case of duplicate numbers at a race, a letter will be assigned by an official in charge. The #1 is reserved for the previous year's champion. The champion using #1 has his prior number reserved upon request in the first subsequent year past #1 eligibility. *(POLICY: Numbers from the season ending will be considered reserved through December 31st and the #1 may be used only by the reigning champion.)*

**G.28 Radios** – On-board, one way radios, approved by the Technical Inspector, must be used. Only ESS officials may communicate with drivers using the on-board radio system. Official ESS radio communications overheard by others will not be used as the basis of a protest, nor will they be used in support of a protest.

**G.29 Weight** - Minimum allowable weight is 1475 with driver and gear allowed. No bolt on weight is allowed.

**G.30 Transponders** – Transponders are mandatory at tracks that have the transponder loop equipped. Transponders will be mounted in a specific location determined by the Technical Director.

**G.31 Cockpit Adjustments** – All cockpit adjustable devices are allowed for the 2011 season.

#### **2011 Board of Directors**

Mike Stelter, Chair  
Jeff Cook, Vice Chair  
Jason Barney  
Anthony Cain  
Michael Ellis  
Chuck Hebing  
Brian McDonald

These rules are established by a majority vote of the eligible voters in attendance at the annual meetings. They also may be amended during the year by a unanimous vote of the Board of Directors, on a temporary basis, pending the next Annual Meeting. The 2011 Annual Meeting will be held this coming November.