



American Big Rig Racing

Rules & Regulations

2025



DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

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The American Big Rig Racing shall hereafter be simply referred to as ABRR throughout the race rules. ABRR officials shall include all personnel employed as an official by the ABRR.

All trucks competing in the ABRR must meet the following criteria.

Section 1.0 Vehicle eligibility

1.1) ABRR vehicle eligibility is limited to mass-produced (over 1,000 total units) class 7 or 8 cab-**and** chassis, commercial tractor-trucks that were available for purchase in the for street and highway use at the time of their production. Non-street legal, custom-bodied trucks and/or single-seat "yard mules" are not approved for competition.

1.2) ABRR eligible vehicles are limited to one (1) steer and one (1) drive axle only.

1.3) Trucks must start and finish each race event with a total of six (6) tires attached. (Two (2) tires in conventional position on front steer axle, four (4) tires in conventional positions on rear drive axle.)

1.4) Official ABRR approved tires will be the only tire permitted for race events during the ABRR calendar year.



1.5) All competing trucks must meet a minimum weight of 11,000lb and will not exceed a maximum of 14,000lb at the completion of any practice or competition. Weight includes fuel, oil, water tanks and driver, as the truck comes off of the track. No refilling of fluids or adding of any weight to the vehicle before weighing of trucks after completion of the race is allowed.

1.6) ABRR Team Trucks must be of OEM conventional provided that the wheelbase of truck is between 144" and 170" in total length. The left and right wheelbase measurements must be within ± 2 " of each other (example: if the driver's side wheelbase is measured at 153" then the passenger side wheelbase needs to be no less than 151" and no more than 155").

1.7) Trucks cab appearance may not be altered in any way, except for reinforcing panels and/or joints, (Example) No chopping the roof line or standard cab extremities. Rear cab side "fairings" are allowed as long as they DO NOT exceed 12" in width.

1.8) Maximum overall height of the truck is not to exceed 10'6" including any parts attached to it.

1.9) Cab must remain in an "above frame" state; no lowering of the cab below the stock frame rails is permitted.

1.10) Truck cabs must retain the OEM floor in its original location.

1.11) Competition trucks must meet all safety and performance standards detailed in the American Big Rig Racing competition rules as prescribed in the following.

Section 2 .0 Engines / Drive Train:

2.3) Radiators may be enlarged or replaced with alternate units.

2.4) Minimum engine displacement: 10 liters; maximum engine displacement: 16 liters.

2.5) Engine must be a 4 stroke configuration.

2.6) Engines may be a replacement to the original. Engines may be of a different make or model year than the truck chassis but must have been available from an OEM for commercial highway use.

2.7) Engines, regardless of size, can have one (1) single-stage turbo unit or have a twin turbo set up of OEM design. The turbo air inlet size is 80mm maximum, no exceptions. All single-stage turbochargers may be of any make or model. All twin-turbo setups will require OEM designs and part numbers.

2.8) Fuel /oil coolers are permitted.

2.9) Transmissions must be standard and commercially available for purchase in the United States and or Canada.

2.10) Transmissions must have a working reverse gear.

2.11) Clutch: must be commercially available, no custom clutches.

2.12) Final drive: limited slip differentials and welded final drives are permissible. Traction control devices are strictly prohibited.

2.13) No power driven front ends allowed.

2.14) A stock commercially available rear-end housing unit must be used in stock lateral position; no alteration to the housing is permitted to attain any camber alteration. No two speed rear ends are permitted.

2.15) Due to the high heat generated by after treatment devices they are "not" permitted to have any regen function/diesel fuel injection after the combustion chamber.

2.16) Exhaust systems must have a minimum of two (2) $\frac{3}{8}$ " diameter bolts crossed in the exhaust system.



- 2.17) Excessive smoke will be grounds for a black flag and possible disqualification from the event at the ABRR official(s) discretion.
- 2.18) Exhaust must exit via Horizontal stacks behind the cab. Vertical stacks will be allowed for decorative purposes only.
- 2.19) Two (2) drive-shaft safety loops, made of 2" wide x 1/4" thick steel straps must be installed.
- 2.20) Position of the driveshaft safety loop shall be no more than 12" behind each u-joint.
- 2.21) Engine fuel introduced into the combustion chamber is limited to #2 diesel fuel only. Nitrous, methanol, propane, ether and water injection are strictly prohibited. Under no circumstances is any "combustible" other than #2 diesels permitted to be introduced into the intake stream.

Section 3.0 Brakes

- 3.1) Trucks may use either air operated drum or disk brakes, provided the braking system (including but not limited to all friction components, liners and brackets) is available from either an OEM or commercially available aftermarket supplier.
- 3.2) Trucks must use OEM, DOT approved brake components.
- 3.3) OEM friction material must be used for brake lining along with stock brake shoes or brake pad backing plates.
- 3.4) Trucks must utilize a working water spray system to maintain brake cooling.
- 3.5) Standard dual circuit brake actuation via the foot pedal only is mandatory, driver regulated air front to rear proportioning valves for setting brake proportions are legal BUT only for front to rear proportioning. No proportioning of left to right braking will be permitted.
- 3.6) Standard Class 8 type air over spring parking brakes must remain operable at all times and all controls must remain within reach of the driver while seated and seat belts fastened. Parking brake controls must be clearly identified inside the cab to anyone's view.
- 3.7) Maximum air system pressure is 130 psi, all air tanks must be securely attached to the chassis and is DOT approved.
- 3.8) Antilock brakes are illegal.

Section 4.0 Chassis / Suspension

- 4.1) Trucks will have a minimum of 55/45 weight ratio, front to rear. 55% front Minimum/45% Maximum rear.
- 4.2) Minimum weight for all trucks is 11,000lb including driver, AFTER the races.
- 4.3)
- 4.4) Trucks must have straight axles; no independent front or rear suspensions. Front axles must be commercially available from a truck OEM with a single piece center beam and nonadjustable stock spindles fitted to each side via stock kingpin style fitment.
- 4.5) A third-link; differential link may be added to the frame for rear-end roll under acceleration/deceleration.
- 4.6) Additional cross-frame bracings are legal.
- 4.7) Cross-frame supports must be properly attached to the stock frame rails.
- 4.8) Shocks must be OEM or stock replacement shocks. Shocks must not exceed 500\$ MSRP each.
- 4.9) Leaf spring front suspensions only. Modification may include coil springs on the front axle in conjunction with leaf springs as overload helpers. Weight adjusting screws may be used in conjunction with the metal front coil overload springs.



- 4.10) Rear suspension is to be of an OEM commercially available configuration utilizing air bags or leaf springs.
- 4.11) Modification of the rear suspension may include replacing the air bags with rear coil springs. If coil springs are substituted, they must be restrained to the vehicle by a tether system connecting the rear coil spring to the rear axle assembly. A Combination of both coil springs and air bags however is prohibited.
- 4.12) Drivers must not have the ability to adjust any aspect of the suspension during competition including shocks, ride height, spring rate or axle rolls.
- 4.13) OEM Anti-roll sway bars or homemade sway bars are legal.
- 4.14) Removal of the stock fifth wheel unit is required.
- 4.15) Caster: the front steer axle can be set to a maximum of +25° caster by the means of castor angle adjusting wedges, provided that the front axle remains in the stock, originally engineered position, no lateral offsets allowed.
- 4.16) Camber: the front steer axle and its wheel camber is to be set at 0° camber (±1.5° total) measured on a level surface with the front wheels in a straight-forward position if caster blocks are used.
- 4.17) Stock steering gearbox or factory rack and pinion and stock OEM steering pump must be maintained.

Section 5.0 Roll cage/body

- 5.1) Roll-cages: the driver's compartment must be fitted with an internal safety cage. Minimum acceptable safety cage requirements are detailed in these regulations. The roll cage should follow the full outline of the cabs interior. (Vehicles with substandard welds, improper mounting, inadequate fitment or poorly engineered design will not be allowed to compete.) No exterior roll hoops behind the cab will be permitted.
- 5.2) Minimum base plate area for mounting the cage to cab floor and then to frame is 8" x 8", using 1/4" steel plate. Base plates must be bolted using minimum 5/8" diameter grade 8 hardware to the cab floor using matching thickness and material base plate as a mating plate. Under-cab, matching roll cage base plates must be firmly attached to the chassis (welded solid is recommended, otherwise bolted to frame with a minimum of six (6), 5/8" grade 8 bolts).
- 5.3) Cab exterior may not be modified for the fitting of a roll cage.
- 5.4) All roll-cage material must be a minimum of 2.0"OD x .120" wall seamless (DOM) steel.
- 5.5) A minimum of three (3) horizontal... or... two (2) "crisscross" and one (1) horizontal driver's side door bars are required. Intersecting vertical support bars are also required; minimum two (2) full sets for horizontal bars...or... minimum one (1) center bar for "crisscross" designs. The gutting of interior door panels and the modification of interior sheet metal for the fitment of all roll-cage components is allowed. Door bars may extend into the cavity of a gutted door to provide additional room for the driver's seat. Roll cages are to be attached to the cab structure floor at a minimum four (4) locations. Additional tabs, attaching the roll cage to various points of the cab are highly recommended.
- 5.6) All main hoops shall incorporate a 1/4" inspection hole drilled in such a location as to allow an inspector ample room for a caliper measurement. These requirements are minimum. Additional reinforcements are acceptable.
- 5.7) All bumper guards must be fitted to the front and rear of the vehicle and must be capable of supporting the vehicle weight when jacked up. These guards are to be at minimum the same material and size as the roll bars.
- 5.8) No aftermarket, "cattle catcher" style front bumpers are allowed.
- 5.9) Front & rear guard bars must have a 1/4" inspection hole drilled for easy access by a ABRR inspector(s). No sharp edges are allowed.
- 5.10) **Front bumper guard only:** the main hoop of the guard must be vertical and must not extend any further forward than 8" from the leading edge of the hood. The front bumper may remain or be removed. The front guard must be



attached directly to the frame rails only, all the attachments must be forward of the complete front wheels. The front guard assembly must be a minimum of 80% of the measured width of the vehicle and not exceed the overall width of the body.

5.11) **Rear bumper guard only:** the rear face of the guard must be vertical. No part of the rear guard may extend more than 6" behind the end of the chassis rails. The highest point of the rear guard must be level with the top of the frame rails $\pm 2"$.

5.12) Overall width of the rear guard must extend to at least the centerline of the duals. They cannot extend beyond the outermost tread of the outside dual tire. The rear guard must be attached directly to the frame rails only and all the attachments must be rear facing of the complete rear wheels.

5.13) Front and rear bars must be between 11" and 16" above the ground. (Consider on track access when configuring your height).

5.14) Ends of all bumper tubes must be closed. Bottom tubes must be joined to top tubes, no sharp edges or corners permitted.

5.15) Trucks shall be equipped with anti-intrusion side pods. Assemblies must include a minimum of two horizontal bars (2.0" OD x .120" wall or 2.0" square x .120" wall steel) no greater than an 18" on centerline. Vertical support bars can be no more than 24" apart between each vertical tube.

5.16) Anti-intrusion side pods: the side pod assemblies must be bolted or welded to the truck frame rails to ensure integrity during competition contact. Side pod assemblies may be composed of a single piece or multiple independent sub-assemblies. If sub-assemblies are installed, a maximum spacing of 2" may exist between any two sections. Side pod assemblies must extend to within 1" of the widest measured point of the vehicle tire track and cannot exceed 2" of the widest measured point of the original vehicle.

5.17) Length of the anti-intrusion side pod assemblies shall be no more than 12" from the outside diameter of the front and/or rear tire. All terminating ends of the side pod assembly must be capped and must contain an intersecting vertical support bar no more than $\frac{1}{2}"$ from the end of the tube.

5.18) Anti-intrusion side pods must be no more than 16" from the racing surface (ground line) and must maintain a height equal to the top frame rail within 1".

5.19) Anti-intrusion side pod assemblies must be covered in fiberglass, aluminum, sheet steel or plastic and all bodywork is to be securely affixed to the assembly by pop rivets or Fasteners, self-tapping screws are not allowed.

5.20) Trucks must have clearly identified tow points, tow hooks cannot protrude past the front or rear bars.

Section 6.0 Safety

6.1) MINIMUM age requirement for a driver will be 18. Proof of driver's age must be submitted if asked by an ABRR official.

6.2) Required drivers safety equipment must be installed, and in use at all times during practice, exhibition and competition. Teams are responsible for maintenance of and proper use of their safety equipment, noncompliance with all ABRR rules and regulations.

6.3) **Harness requirements:** all drivers in the ABRR sanctioned events shall utilize a minimum five-point SFI or FIA certified lap belt, shoulder harness and submarine belt. Harnesses must have valid up to date certification.

6.4) Harnesses must be installed per manufacturer's recommendations.

6.5) Belts and harnesses are recommended to be replaced following any hard crash. Any belt assembly that shows signs of wear or damage will require replacement; failure to do so will result in disqualification from any ABRR event until done so.



6.6) Glass side windows are to be removed from the vehicle and may not be installed anytime that the truck is on the race track.

6.7) **Windshields:** OEM windshields may be removed. Stock replacement windshields or Lexan are acceptable. Plexiglas plastic is not acceptable.

6.8) Approved alternate material windshields must have minimum thickness of 3/16".

6.9) Cracked windshields will be scrutinized. Damaged windshields deemed unsafe during safety & tech inspection will be required to be removed and replaced prior to competition.

6.10) All trucks with Lexan front windshields are required to have a minimum of one, 1" vertical support member installed on the inside of the cab.

6.11) Competition trucks must have an SFI or FIA approved driver's side window net installed and attached to the roll-cage. If a passenger seat is installed a passenger window net is mandatory.

6.12) Window nets must cover the entire window opening. Extensive openings, as defined by ABRR officials, will not be allowed to participate. Side window nets MUST mount securely to the upper most side door bar and to the top halo bar above the drivers head. All mounts and brackets must be of metal design, no mounting net to the door or zip ties will be allowed.

6.13) All vehicles must have a self-contained onboard fire suppression system. Fire suppression systems must have SFI® or FIA certification.

6.14) When an on-board fire system is used, it must be installed with an internal cab and external activation device, accessible and clearly identifiable by corner workers and emergency teams. A minimum of three (3) extinguisher nozzles; one (1) pointed centrally towards the top and center of the engine, two (2) pointed towards the driver's area and the egress door. All fire extinguishers need to be recertified every two (2) years.

6.15) All helmets must be certified Snell rated SA2015 or SA2010, full face helmet.

6.16) Helmets showing signs of abuse or accident damage or lack of proper neck restraint attachments shall be cause for immediate failure of tech and safety inspection and must be discarded.

6.17) Tethered neck braces are required. Necksgen™ or Hans® style devices are preferred.

6.18) Drivers suits must have a valid FIA and/or SFI® certification. Multilayer suits rated SFI® 3.2/a5 or higher may be worn without undergarments.

6.19) Fire-retardant SFI® or FIA rated socks, racing gloves and shoes are required with all suits.

6.20) **Annual gear inspection process.** Initial inspections will require all driver gear to be presented for inspection. Any driver found to be using unapproved or unsafe replacement gear after completing the annual inspection may be fined \$1,000 and suspended for (1) one race for the first offense. Second offense would be considered a blatant disregard of safety and may result in a \$5,000 fine and up to one year suspension.

Section 7.0 Batteries / Electrical:

7.1) All batteries must be sealed units.

7.2) All batteries must be fully secured.

7.3) Batteries may not be located in the cab.

7.4) **Electrical disconnect switches:** all trucks must have two (2) racing-type master electrical disconnect switches, wired in series; each switch must interrupt all power circuits. Trucks shall have one electrical disconnect switch mounted in an area of the cockpit, accessible by the driver while secured in the driving seat by all safety restraints. Trucks shall



have one electrical disconnect switch mounted to the rear of the cab exterior no more than 12" in from the side of the cab and properly identified.

7.5) Trucks shall have a minimum of two (2) operating brake lights. At all times, it is required that one (1) brake light be mounted to the rear of the cab at a height of no less than six 6ft from the track surface.

Section 8.0 Tires / Rims / Mounting Hardware

8.1) Tire of choice is open.

8.2) DOT rims are required.

8.3) Split rims will not be permitted.

8.4) All front axle lug nuts must be covered by an acceptable device.

8.5) Dayton type hubs will not be allowed.

8.6) A minimum tire pressure of 40 PSI is to be maintained always.

Section 9.0 Fuels, Oil & Coolant Recovery Systems

9.1) Fluid leaks must not be present in the pits or on the track prior to or during any ABRR competition.

9.2) Fluid lines will not be permitted inside the cockpit.

9.3) Fluid connections must be DOT approved.

9.4) Coolant: An overflow tank is mandatory.

9.5) Side saddle tanks and/or stock fuel tanks must be removed.

9.6) Fuel cells must mount behind the cab – between frame rails.

9.7) Fuel cells must be certified for Diesel Fuel motorsports use.

Section 10.0. Cockpit:

10.1) All hardware must be secured.

10.2) Trucks are required to have left, right, and center rear view devices.

10.3) **Firewall**: no openings are allowed; openings must be closed with metal.

10.4) **Camera mounts**: roll bar mounts are the only legal in cab mounts permitted.

10.5) **Steering**: quick-disconnect steering wheels are mandatory.

10.6) Professional circle track racing seats are required for all driver seats. Full containment seats are required. All seats fitted must be mounted solid per manufacturer's recommendations.

10.7) Driver's seat must be attached to the roll-cage by no less than four grade 8 bolts, $\frac{3}{8}$ " minimum.

10.8) Passenger seats and safety equipment must be of the same specification and installation as the driver. Passengers may be allowed only by ABRR officials during sanctioned ride-along sessions predetermined maximum speeds during a ABRR event.

Section 11.0 Communications/timing:

11.1) Team's must have two way radio communications between driver and crew; drivers must have a hardwired system with standard wheel activated push to talk button. Each team must have "separate channels" no truck to truck communications are permitted. Pre-race inspections by the ABRR officials will be enforced.



11.2) Trucks are required to use a transponder for scoring, transponders will be provided by track if available.

11.3) Drivers and Spotters are required to use a working receiver communication radio for communication from race control.

Section 12.0 Driver Conduct:

12.1) Drivers are required to sign a ABRR Participation agreement before being allowed to participate in any ABRR event.

12.2) All drivers and trucks are required to participate in ABRR Meet & Greet Sessions at all ABRR events that driver is registered in, unless unable to participate due to damage to the race vehicle that would remove the truck from any remaining ABRR races for that event.

12.3) All drivers are required to maintain their ABRR Membership in good standings to be eligible to compete in ABRR events which includes personal conduct, on track conduct and social media conduct.

12.4) "Heat of the Moment" encounters between drivers, owners or crews that do NOT include physical violence, will result in a meeting with the ABRR officials, official warning, probation or any combination of above-mentioned penalties will be applied as ABRR officials see fit.

12.5) Verbally disparaging, whether in person, through social media or another third party, between competing drivers, owners or their crew members will not be tolerated. Penalty for this offense will be a meeting with ABRR officials, and or a fine of between \$500 to \$1,000 and possible suspension from ABRR events. Severity of the penalty will be left to the discretion of ABRR officials. Team owners **ARE** responsible for the actions of their crew members.

12.6) Physically assaulting a fellow competitor, competitor crew member, ABRR official, ABRR sponsor or fan, by **ANY** member of the team will NOT be tolerated under any circumstances. Penalty for the above offense will result in a fine of between \$1,000 to \$5,000, probation and/or possible suspension from any ABRR event. Severity of the penalty will be determined by ABRR officials, notwithstanding any legal action taken by the assaulted party. Team owners **ARE** responsible for the actions of their crew members.

12.7) Any driver found intentionally using their front bumper to ram or spin another competing truck out of their way, in the judgment of ABRR Officials and other available sources will be subject to penalty and suspension.

12.8) Any driver attempting to manipulate the outcome of a race, retaliating or intentionally wrecking another vehicle, in the judgment of ABRR officials and other available sources, will result in the loss of all points and pay for that event, and subject to a fine of \$5,000 to \$10,000 to be determined by ABRR officials effective immediately from all ABRR events.

12.9) Judgments of the Series officials are final.

Section 13.0 Truck & Team Appearance:

13.1) Trucks and team members must be "professional" in appearance.

13.2) Truck lettering must be neat and professional in appearance. Truck numbers, are too be located on both doors and be a minimum of 18" high, be in a contrasting color to the primary paint color of the truck. NO tape or spray painted numbers will be allowed.

13.3) Trucks must have their truck number displayed on the rear of the cab in contrasting colors to the primary color and be no smaller than 9" in height. NO tape or spray painted numbers will be allowed.

Section 14.0 Race Procedures:



14.1) Points are designated to the trucks.

14.2) If a driver change between trucks is made, the points earned by the truck stay with the truck throughout the season.

14.3) Points are awarded for time qualifying with 30 points going to the fastest time, dropping by 1 point per spot. All trucks attempting to make a qualifying run will earn a minimum of 1 point. In the event of a tie in qualifying, the truck that qualified earliest will receive the higher position to break the tie.

14.4) Heat races will be set by inverting the trucks by qualifying time and splitting the field in half for two (2) heat race events.

If truck count is high enough additional heat will be made up. Points will be awarded based on trucks finishing positions. 20 points going to 1st place, dropping by 1 point per spot.

14.5) Feature race lineup will be set by Qualifying results. 40 points going to the fastest time, dropping by 2 point per spot

14.6) If a driver elects to start at the tail end of the field in any race, that driver should report their decision as soon as possible to a ABRR official ahead of time so the lineup can be adjusted. New updated starting positions will be posted and point scoring will be adjusted to new starting positions. If a driver does not make it to the staging area by the time the trucks enter the track, all trucks behind him will shift directly forward.

14.8) The non-starting truck will NOT receive Feature points but will retain the points earned up until the Feature.

14.9) Once the green flag has been waved, no trucks will be added to the field.

14.10) If a driver change between trucks is made, the truck(s) and driver(s) will start the race at the tail of the field.

14.11) Restarts will be double file. The truck on the pole will set the pace. There will be NO jumping of the starts or brake checking starts.

14.12) Outside pole truck should be side by side with the pole starting truck. The outside starting truck will not cross the starting line (or drop of the green flag if a starting line is not present), before the pole position starter.

14.13) The Flagman will start the race at their discretion. If the flagman or Race Director is not satisfied with the start, the yellow flag will be displayed at the completion of the first lap and a total restart will be attempted with the original line up and no lap will be scored as completed.

14.14) In the event that the two front row trucks cannot work together to have an even start, then one or both trucks may be penalized. If a truck further back gets out of line to jump the start, (Not side by side-nose to tail), as the front row accelerates, it will be considered a "jump start". The first offense will result in the offending truck being moved back two rows and shown the furled black flag, If same truck jumps again in the same race, it will be sent to the tail of the field, a third offense in the same race, that truck will be disqualified and sent to the pit area.

14.15) The entire field will have to complete 1 lap for the race to be considered started. If a yellow flag comes out before every truck has completed one (1) lap, a complete restart in the original starting order will take place.

14.16) Trucks causing a yellow flag incident, will be sent to the tail of the field for the restart.

14.17) Lapped trucks will go to the tail of the lead lap trucks.



14.18) Truck repairs will NOT be allowed on the track. Trucks must be taken to the designated repair area. Repairs made on the track will result in the truck being disqualified for that race. Officials will determine if you need to bring your truck in for repairs or if it is still ok to compete.

Section 15.0 Flags:

15.1) **Green:** When the green flag waves, it indicates the start of the race, when it is displayed from the flag stand, it means that the track is clear and open for racing.

15.2) **Black:** When the black flag is rolled up and pointed at a particular driver, it means that they are receiving a warning for on track behavior. When the flag is unfurled, the driver needs to exit the race immediately and report to the pit area without causing a yellow flag

15.3) **Yellow:** Slow down, do not pass and proceed with caution as there is an accident. Spinning to avoid a yellow flag situation is considered being involved in an accident and you will restart at the tail.

15.4) **Red:** The race is being stopped. Slow your vehicle and bring it to a stop where you are on the race track. Under NO circumstances continue around the track and through the crash scene. Doing so will result in a penalty to the offending truck. Spinning to avoid a red flag situation is considered being involved in the accident and you will restart at the tail. When stopping your truck for a red flag, pull to the upper half of the track where you are, leaving the bottom of the track open for emergency vehicles to get to the accident site. DO NOT BLOCK THE TRACK!

15.5) **Blue:** A blue flag means that the race leaders are overtaking your truck, do not make any sudden movements to get out of the way, hold your line, and ease to the bottom groove.

15.6) **Green & Checkered crossed flags:** when you see the rolled up green and checkered flags held up in a cross, it means that you are at the halfway point of the race.

15.7) **White:** The white flag means that there is one more lap remaining in the race.

15.8) **Checkered:** The waving of the checkered flag indicates that the race is completed.

Section 16.0 Miscellaneous Rules and Information:

16.1) Race team members will be required to purchase a ABRR pit pass and sign the official designated Pit waiver form at each ABRR event upon entering.

16.2) ABRR rules may be amended anytime by distribution of bulletins or emails to all registered ABRR drivers, team owners and crew chiefs or as otherwise determined by ABRR as applicable.

16.3) ABRR official's interpretation of the meaning/application of rules shall prevail at ABRR events and be final. By accepting membership in ABRR, ABRR members agree that interpretations of rules by ABRR officials are non-appealable. All ABRR members agree that interpretations of rules by ABRR officials are non-litigable.