

Greater Fairbanks Racing Association Mitchell Raceway 2016

NOTE: The rules for each class consist of a complete set including: Rule Book Disclaimer, Safety Rules for All Classes, General Rules and Car Rules. It is the participant's responsibility to read and understand the complete set for the class they intend to race in.

~ Rule Book 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.** The rules and regulations set forth herein are intended as a guide for the conduct of the sport and are in no way a guarantee against injury/death to a participant, spectator, pit crew, official or anyone on GFRA property.

The President and/or Board of Directors shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or to impose any further restrictions that in their opinion do not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alterations of specifications. The President, Board of Directors, or anybody associated with GFRA shall not be held accountable for damages to property or persons involved in this sport.

Any interpretations or deviation of the rules is left to the discretion of the Board of Directors and their decision is final.

I. ~ Safety Rules for All Classes ~

These safety rules are intended to be the minimum allowable. If the "car rules" adopted by your class dictate something more than these minimums, the "car rules" will take precedence.

1. Roll cages: No galvanized pipe allowed. All **Mini and Dollar Stock Classes** - Require a minimum roll bar with two (2) down tubes. Roll Bar and down tubes must be minimum 1 ¼" O.D. schedule 40 pipe or steel tubing. The roll bar must have a horizontal or diagonal cross member behind the driver's seat slightly below the drivers shoulders and within 6 inches of the back of the seat to restrict the seat from reclining backwards during an impact. **Sportsman and Modified Classes** - Must conform to basic four (4) point design. Front and/or rear hoop is optional. Cage must be minimum 1 ½" O.D. schedule 40 pipe or steel tubing. All roll bars and bracing bars must be higher than the driver's head. Roof hoops must have a minimum of one (1) bar of tubing running from front to rear (preferably centered in the cage). All welded corners at frame attachment points must have 2" x 2" x 1/8" gussets. At least one (1) driver's side door bar is mandatory. All roll bars and cages are subject to safety committee inspection at any time and will be accepted only when design, material and quality of construction meet approved safety practices. Bars must be padded in the driver's area. **Sprint Class** - Main cage tubing must be at least .095 chromoly tubing (.120 preferred).
2. T-tops and sun/moon roofs must be covered with metal. T-tops must have added metal support securely fastened along the top side of the side windows area.
3. Seats: **Mini Bombers Only** ~ Stock mechanical seats allowed ~ electric not permitted. Attachment must be secure and approved by the Safety and Tech. Committee. **Dollar-Stock, Sportsman and Modified** -Approved racing seat is mandatory. A suitable, padded headrest is required.
4. SFI-approved driver's side window net is mandatory on all cars. Attachment must be secure and approved by the Safety and Tech. Committee.

5. SFI-approved five point nylon lap belt and shoulder harness with common lever type or five point cam lock quick release is mandatory. Lap and shoulder belts must be 3" wide minimum (unless approved by the Board). Recommended to be no more than 3 years old. No worn or frayed belts will be allowed. Attachment must be secure and approved by the Safety and Tech. Committee. No heat bending or welding of safety belt "D" rings allowed. Belts should feed through sides of seats for proper fit. Safety belts should be worn extremely tight and may be checked/tightened by the pit boss before entrance onto the racetrack.
6. Helmets must be Snell Foundation approved 2000 or newer in good condition.
7. SFI-approved full fire suit (one-piece or jacket and pants) or fire retardant rated equal required. Recommended replacement every two (2) years. Fire retardant gloves, shoes and neck brace are highly recommended. No under wire bras or nylons allowed. **Modified cars running alcohol and Sprint Class** - Fire retardant head sock, gloves, shoes and neck brace required; fire retardant underwear or 2 layer suits are highly recommended.
8. Plexi-glass face shield or goggles mandatory. Tear offs to be used with shields and goggles mandatory.
9. If an aftermarket fuel cell is used, a SFI-approved racing fuel cell is mandatory for any system of twelve (12) gallons or more. No pressure tanks are allowed. Fuel cell must be securely mounted to frame and/or roll cage in the trunk area and have an approved firewall between it and the driver. Drain holes beneath the cell mandatory on all vehicles retaining floor board and/or trunk floor. Fill caps will be of the threaded type or approved racing types only. No twist stock type caps allowed. Fuel filler necks must be inside the body line. No unapproved plastic fuel lines allowed. Must have vent tube with check type valve installed. Electric fuel pumps must shut off with kill switch. Kill switch must be well marked ON/OFF and located in a central point easily accessible to the driver and from either window for emergency shut off from outside the car. Sprint Class: fuel cell with bladder is mandatory; fuel shut off valve is mandatory and must be clearly marked ON/OFF.
10. Batteries must be in stock location or may be relocated away from the engine compartment and secured. Relocated Batteries must be behind a firewall or securely mounted in a marine type battery box with a cover.
11. Throttle linkage must have double return springs; cable linkage allowed, toe strap recommended on throttle pedal. **Sprint Class** - toe strap on throttle is mandatory.
12. All cars must carry a minimum 2 ½ pound dry chemical or Halon fire extinguisher in good working condition at all times, subject to on the spot inspection. After market on board fire systems are allowed. **Sprint Class** - after market on board fire systems are allowed on approval of Tech and/or Safety Committee. It is highly recommended that pit crews have additional firefighting equipment available in their vicinity. All push trucks and wreckers must have fire extinguishers on board.
13. Open drive shafts must be painted and maintained white in color only. **All rear wheel drive cars** - Safety hoop must be installed around all open drive shafts approximately 12" behind the front U joint. Hoops must be 1" x ¼" steel strap or chain of equivalent strength. All ballast weights must be painted and maintained white with your car number on each weight used. Weights must be attached with a minimum of two (2) ½" diameter bolts, and must be attached to a suitable frame member or roll cage member.
14. Use of "DOT Doughnut" tires are prohibited in all classes.
15. Front safety screen must cover at least the drivers half of the windshield (Sprint and Modified Classes excluded if wearing SFI-approved full-face helmet). Safety screen must consist of ½" maximum, square steel mesh; stainless steel construction is preferred. No chicken wire or fencing material allowed. Two tire bars, uprights must be mechanically attached to the race car by welding or bolting. Tire bars will be minimum 1" x 1/8" steel strap. The first bar will be spaced no more than 24" from the left pillar, with the second bar splitting the remaining difference. If the left bar interferes with the drivers vision a third bar

may be installed to adjust the centering of the opening. Tire bars will be on the inside of the front safety screen.

16. Hoods, trunk lids and all body panels are required (unless damaged during racing, but must be in place the following week). Hatchbacks are excluded and irregular/no trunk lids are subject to the Safety Coordinator's approval. Hoods must be pinned; either with four (4) pins for removable pieces or with two (2) pins if the stock hinges are used and in good working order. Trunks must be pinned; either with four (4) pins for removable pieces or at least one (1) pin, that secures the lid, if the stock hinges are used and in good working order. Pins must be quick release (clevis pin or PTO pin) for removal by fire and safety crews. No stock latches allowed.
17. All cooling lines and devices in the driver's compartment must be shrouded from the driver. All systems subject to Tech and Safety approval.
18. No push starting of Sprint Cars allowed in the pits. NO EXCEPTIONS! No Sprint car may enter a race under green flag.
19. Failure to comply with these safety rules may result in the car being ineligible to participate in the races.
20. Any questions, interpretations or deviations from these rules must be approved by the Greater Fairbanks Racing Association and your respective class prior to the first race day your car attends.

II. ~ 2016 General Rules ~

1. RaceCeivers are required.
 - a. Only one-way communications **from track officials** is allowed.
2. Transponders are required.
 - a. All cars in all classes are required to have a transponder in working condition mounted to the car. Drivers are responsible for ensuring that their transponder is charged and functional prior to racing.
 - b. Mounting locations for the transponder are specific to each class, refer to class rules for specifics. Improper placement of transponder is subject to disciplinary action, including forfeiture of points for the race night.
 - c. At an arranged time prior to the race program, all cars in all classes will be required to enter the racing surface for packing to check in your transponder. This will be a driver's only opportunity prior to the beginning of the race program to verify their transponder. Drivers that miss packing will start all races at the rear of the field.
 - d. Prior to each race, the class will run single file under caution across the finish line in front of the flag stand to check in the transponder. Cars with inoperable transponders will leave the track, no exceptions.
3. Flags and lights and their meaning will be:
 - A. **GREEN FLAG:** Start or restart of race. Passing will be allowed as soon as the car in pole position passes the starting point as designated by track officials and the green flag is displayed on each start or restart. All cars must stay in line-up position on all starts until green flag is thrown.
 - B. **RED FLAG:** Reduce speed immediately and come to a cautious stop on the edge of the track. Turn off engines. In the case of restarts, cars will be re-started in single file if one (1) or more laps have been completed, if no laps have been completed, cars will be lined up according to the original line up. All cars receiving the green in the first lap of a race must make one full revolution of the track in order for one lap to have been completed. ANY CAR THAT PASSES A RED FLAG OR RED LIGHT AND CONTINUES AT RACING SPEED WILL BE DISQUALIFIED FOR THAT RACE.. Restart positions are based on each cars position in the last completed lap before the red flag was displayed. Cars causing and/or involved in the red flag or wreck may be restarted at the back of the pack at the Flagman's discretion.

- C. **YELLOW FLAG:** Reduce speed and hold your position. Yellow flag laps will not be counted. Any car that enters the pits for any reason while the yellow flag is being displayed must restart at the back of the pack. No member of any pit crew will be allowed on the race course to contact car or driver while the yellow flag is being displayed. Violation will mean loss of one lap.
- D. **FLAGS CROSSED:** The flagman will cross two furled flags, irregardless of color, to signify that the race is half way over.
- E. **WHITE FLAG:** The white flag is a signal to the driver that there is one lap remaining in the race.
1. In the event of a caution after the leader has taken the white flag, the race will complete under caution at reduced speed. No Passing. If the track is obstructed, car positions will be reverted back to the last completed lap.
- F. **CHECKERED FLAG:** This indicates the race is over.
- G. **BLACK FLAG FURLED:** Warning flag. You are doing something for which you could be disqualified. Upon receiving a second warning flag you will automatically lose one (1) lap. If infraction continues, **YOU WILL BE DISQUALIFIED.**
- H. **BLACK FLAG UNFURLED:** Disqualification or consultation. If the black flag is displayed to you, proceed to the pits immediately. Cars or drivers posing a safety risk will be black flagged. Cars with mechanical issues may re-enter the race at the back of the pack prior to the final lap once the issue is addressed and approved by the pit boss. If you are black flagged for rough driving (i.e. intentional physical contact to gain an advantageous position) or other rule violation, you are done for that race.
- I. **BLUE FLAG WITH YELLOW STRIPE:** Passing flag. When the Flagman gives this flag to any car it must hold the current racing line and allow faster cars to pass.
- J. **PER-BEND RED & YELLOW FLAG:** A diagonally split red & yellow flag signifies a complete race restart. Drivers will assume their original starting position in double-file and the previous lap(s) will not count.
- K. **SPECIAL FLAGS:** Special flags may be used at the discretion of the Flagman, but they must be fully explained to all contestants before the races start.
- L. Each race will begin with a green flag when designated over the RaceCeiver. Once the pole car has entered the race surface, any car not lined up shall lose his/her position and start at the back of the pack. The green flag will be thrown when indicated regardless of invalid lineups or false starts; should the flagman deem a bad start or invalid lineup a yellow flag will immediately follow the green flag. Any driver causing a bad start shall be placed in the back of the pack on the ensuing restart.
- M. Any driver that causes a yellow or red flag at any time after the green flag drops (regardless of, if an official lap has been completed or not) shall be placed at the back of the pack. The only exception is to be if track officials cannot determine who caused the yellow or red flag or if it was thrown for circumstances unrelated to the cars or drivers (example: debris or other safety hazard).
- N. Any driver causing any combination of two (2) yellow **and/or** red flags will be disqualified for that race and must exit the track.
- O. All cars shall stay in their lineup position, in line and behind the car in the position in front of them until the car in the pole position passes the start cone (with the exception of the Sprint class).
4. All flags will be final during the race. **DO NOT ARGUE WITH THE FLAGMAN.**
 5. Failure to comply with any flag will result in driver disqualification for that race.

6. **RESTARTS** after the first completed lap will be Delaware style with the race leader in front. When called upon over the RaceCeiver, the driver in second position will have the option to choose the inside or outside line. Subsequent positions will follow until the field is double-file behind the leader.
7. Official race finish will come from the transponder system.
8. The track officials shall be: GFRA Board, Flagman, Head Lap Counter, Pit Boss, Assistant Pit Boss ,Lap Counters and Race Director.
9. **NO PERSON IS PERMITTED TO APPROACH THE TIMING BOOTH, LAP COUNTER, FLAGMAN OR ANNOUNCER'S STAND TO COMPLAIN.** All complaints from GFRA members will be made to the Board, not to other track officials. Members committing an infraction of this rule are subject to forfeiture of the days points of the car associated with the violator. Non members will be removed from the track. If you are protesting a car it must be done in writing according to the protest rules in this book.
10. The GFRA Board of Directors reserves the right to change the program for the betterment of the show.
11. Insurance will be carried by the track.
12. To enter the pit area or drive a car you must: be a member in good standing with GFRA or an authorized guest of GFRA; be eighteen (18) years of age or older or provide the pit boss or pit gate attendant a signed, notarized release from your parents or legal guardian (minimum age is fourteen (14) years old); and sign in with the pit officials and receive a pit pass, which must be worn in plain sight at all times. Minimum driving age is fourteen (14) years of age.
13. Out of town drivers do not have to join GFRA to race, but their cars must comply with all class rules and safety rules, unless otherwise approved by the Board.
14. **NO DRINKING AT ALL!** Any person with liquor on their breath, in their vehicle, or on their person shall be denied entrance to the pit area and racing area. Any person who, in any manner, evidences the influence of alcohol, narcotics, or any other debilitating properties shall be denied entrance to the pit area and race area. Any violations of this rule will be grounds for forfeiture of the day's points and purse of the car associated with the violator. Any subsequent violations will result in that cars forfeiture and disqualification from points for the season.
15. Any car owner, pit crew member or driver who in any manner expresses or implies to threaten to do bodily harm, maligns, or uses vulgar language or gesture toward any GFRA official, spectator, or other participant, may be subject to forfeiture of all days points of the car associated with the violator. Others may be removed from the pits and/or stands for that day.
16. Any car owner, pit crew, or driver found fighting in the pits or on the race track grounds, or causing a disturbance of any kind may forfeit all days points of the car associated with the offender(s) and may be removed from Mitchell Raceway for the remainder of the race day. If it happens a second time during the season the offender(s) will be suspended from GFRA and the Mitchell Raceway. This rule also applies to the use of foul language and/or provoking or agitating any person.
17. All disciplinary action will be at the discretion of the Board of Directors.
18. Any person who has been barred from racing for disciplinary reasons by GFRA shall be denied entrance to the pit area and racing area.
19. No car will start or be permitted to continue any race, if it is the opinion of the Tech, or Safety Committee, that the car does not meet safety requirements.
20. Any person speeding or driving recklessly in the pits may lose all accumulated points for the day.

21. Drivers and/or owners will be held responsible for their crew's actions, appearance, and conduct. A car may be disqualified for the actions of any member of its crew.
22. Goggles with rubber mounted plastic lenses, plastic face shields, or safety glasses must be worn at all times when driving on the track. **TEAR OFFS MANDATORY FOR ALL CLASSES.** All goggles and face shields are subject to Tech and Safety Committee inspection and approval.
23. **ALL DRIVERS WILL BE REQUIRED TO ATTEND THE DRIVERS' MEETING AT THE PLACE AND TIME SPECIFIED BY GFRA OFFICIALS. ANY DRIVER THAT MISSES THE DRIVERS' MEETING WILL START IN THE LAST POSITION FOR ALL RACES OF THAT DAY.**
24. At the commencement of the driver's meeting the Flagman has full charge of the track during the race day. Don't argue with the Flagman.
25. A car may move up a class if it meets the safety specifications of that class and if a majority vote of that class agrees.
26. The Pit Boss will align cars for races. No car, wrecker, or safety vehicles shall enter the racing area except at his discretion. The fire crew and/or safety crew will be the first support vehicles allowed on the track during a yellow or red flag. All vehicles with the exception of emergency vehicles will travel in the direction of traffic.
27. The Pit Boss has full charge of the pit area. Your full cooperation with him/her and the pit stewards is mandatory.
28. No one but the driver will be allowed in the car while it is on the track.
29. All four wheels must be on the car to remain on the track surface; continued violators will be disqualified. Judgment will be made by the Flagman.
 - a. A car can continue to race with a flat tire as long as the driver can maintain control of the car; and the flat tire condition does not damage the track or leave debris on the track that is a hazard.
30. In any race, any car may proceed to a designated area in the pits for repairs. Re-entrance to the race is at the discretion of the Pit Boss or flag person. Re-entering cars will be positioned at the rear of the race pack. If the pit stop was made during a green flag, the Pit Boss or Flagman DOES NOT have to allow the car back on the track.
31. No disabled car will be removed from the track unless in the Flagman's opinion it creates an unusual safety hazard. The fire and safety crew may request a yellow flag in order to check on the condition of a driver in a disabled car. Cars may receive a push start during yellow flag conditions.
32. **NO ONE WILL BE ALLOWED TO WORK ON ANY CAR ON THE TRACK UNDER ANY CIRCUMSTANCES.**
33. Cars leaving the racing surface will be penalized as follows:
 - a. Cars leaving the track to the outside during a race (i.e. going completely over a rub-rail into the pit areas, etc) may be at the discretion of the Flagman not allowed to return to that race.
 - b. Any car for any reason leaving the race completely into the infield area will remain there until such a time as the car can re-enter the race at designated areas without creating a hazard or interference to any other car.
 - c. All cars will be inspected for safety conditions by the GFRA safety inspection committee prior to the first race and periodically thereafter.

- d. In keeping with protecting our environment, all car parts, equipment, vehicular fluids, and refuse of any kind must be removed from the pit area. Each pit crew is responsible for keeping its parking area cleared of trash and other debris. **VIOLATORS WILL BE FINED \$100.00.** All outstanding fines must be paid before next race event.
- e. The kill switch in all cars must be clearly marked by a contrasting color around the switch, either in a square or circle. The OFF position should be clearly labeled.
- f. Jack stand, tire or safety support must be used if working under cars. A running race car in the pits will have a person in the driver's seat acting as a brake pedal.
- g. In case of an accident, the driver will remain in the seat of his car until he is told it is safe to get out by the officials. The only exception recognized is when there is a fire in the car or it is unsafe for the driver to remain in the car. You may be penalized for getting out of your car at the discretion of the Board of Directors.
- h. Notification of injuries must be reported to a Board member before leaving the property or claims cannot be accepted or paid.
- i. Cars entering or leaving the pit area must use the entrances and exits. Cars are NOT to block or stop in the pit gate traffic lane.
- j. All flat tires are to be changed in the pits.
- k. GFRA will not be responsible for lost or stolen personal possessions regardless of the circumstances.
- l. No driver may qualify or drive more than one (1) car per class per race for each day's events for points.
- m. Cars will be clean prior to the day's events. Any extensive damages to a car during an event will not cause disqualification, but must be repaired prior to next race program.
- n. All drivers requesting to start at the back of the pack may do so. All drivers who haven't previously raced on the track and/or are racing for the first time in any class will be classed as a rookie and be required to start at the back of the pack for two (2) race days and will be marked with an "X" of contrasting color.
- o. During the National Anthem and Invocation all engines will be shut off with the exception of the flag carrying cars. This includes generators.
- p. Fines will be paid to the treasurer after the infraction and before the next event. Any violation causing loss of points, lap penalization, or disbarment is governed by track officials and Board of Directors. Notification of violation will be made immediately after the infraction, or at the first opportunity.
- q. Sprint cars are allowed four (4) warm up laps and three (3) hot laps prior to the race events.
- r. Any car that stops on the front straightaway infield and acknowledges to the Flagman that there is a track related safety issue will maintain their position in the race.
- s. Any decision or ruling not covered herein will be decided by GFRA officials.
- t. **GOOD SPORTSMANSHIP IS HIGHLY ENCOURAGED AT ALL TIMES.**

PROTESTS

GFRA requires a \$50.00 cash deposit that is a non-refundable protest fee for any and all protests. The protest fee along with the hand written protest should be delivered to a Board member within fifteen (15) minutes of the completion of the final event of the day.

Protests relating to car construction

1. Any car entered in a race may be protested by any other car in the same class. The protesting member shall deliver his protest in writing together with \$250.00 cash, of which \$50.00 is non-refundable to a Board member within fifteen (15) minutes of the completion of the final event of the day. The protest shall include at least the official number of the car protesting and the car being protested, and if known the name of the car owner and/or driver and the category being protested (engine, transmission and drive train, chassis) and it shall be signed by a representative of the protesting car. Visual inspections may be performed by the safety and tech Committee upon request by any driver of that particular class driving that day.
2. The car owner or his authorized representatives will perform the teardown of the car. The Tech. and Safety Committee and one Board member will supervise any protest in accordance with that car's class rules. No other parties will be present for the teardown unless by mutual consent of all parties involved; the car is under impound restriction from the time the protest is made until the action is complete.
3. The Board member receiving the protest shall turn the protest fee over to the Treasurer, who in turn shall make the appropriate notations on the records of the Association. The Treasurer shall disburse such funds, except \$50.00 which goes to GFRA, to the person entitled to them as directed by the Chairman of the Tech. and Safety Committee.
4. The Tech. and Safety Committee shall convey their findings to the Board of Directors at the next scheduled meeting.
5. Any person found to be drinking alcohol or who, in the opinion of the Tech. and Safety Committee, is intoxicated or who interferes with the teardown in any manner shall be removed from the area and/or fined up to \$250.00.
6. If the car is found to be illegal according to GFRA's rules, the protesting member shall recover the protest fee from the Treasurer, except for \$50.00, which goes to GFRA, no later than the next succeeding meeting of the Board. If the car is found to be illegal, the driver can lose all points earned during the season and will forfeit all money, points and trophies or other awards won on that day, according to the Board and depending on the offense.
7. If the car is found to be legal, the \$200.00 protest fee will go to the protested car. Any additional cost to return the car to its pre-protest condition will be passed to the protesting member through the GFRA Board of Directors.
8. Any car may be weighed and measured by the Tech. and Safety Committee at any time.

Enforcement and Penalization

1. Grievances will be accepted only from car drivers whose car competed in the event in question.
2. Final action is by the Board of Directors.
3. Penalizations may include:
 - A. Reprimand on notification of offense.
 - B. Penalization of finishing placement.
 - C. Penalization of event.
 - D. Penalization of day's events.
 - E. Disbarment for the remainder of the season.
 - F. Fines

Point system for all classes

The following Point System is for regular races and may not apply to special races or events.

- Heat Races - Place/Points**
1/20 (1st gets 20, -2 for 2nd and -2 for 3rd)
2/18
3/16
4/15 (then -1 for each position in the field)
5/14
Continue -1
- Main Event - Place/Points**
1/35 (1st gets 35, -2 for 2nd and -2 for 3rd)
2/33
3/31
4/30 (then -1 for each position in the field)
5/29
Continue -1
- If a class exceeds more than 15 cars, the class may be split into two individual heat races as follows:
Heat 1 will be cars in the even numbered positions based on the nights run order. Heat 2 will be cars in the odd numbered positions based on the nights run order. The top finishing 16 cars advance to the Main Event.
- Line up - The following Line up System is for the regular races and may not apply to special races or events.
Heat 1 = Draw
Heat 2 = Inverted from Heat 1
Main Event – According to points earned for the night.
- Each established class must have 5 cars to start the night.
Number of laps per race - The following Number of Laps System is for the regular races and may not apply to special races or events.

Heat Races
3 cars taking the green flag = 5 laps
4 or more cars taking green flag = 10 laps

Main Events
3 cars taking green flag = 5 laps
4 or more cars taking green flag = 15 laps
- The first position must pass the checkered flag to receive points in all races. The remainder of point positions must complete one (1) lap under the green flag to receive points.
- Points are awarded to the car, not the driver.
- The schedule of events and number of laps are determined by the Board.
- Drivers have one week to check the accuracy of their season points totals as posted. Points in question should be taken to the Board of Directors. After that length of time the points will be set and there will be no changes, and no end of year point audits.