

**PROGRAM FORMAT:**

**DRAW SHOW**

- A) Draw for heat race position. The pole position on heat 1 will be the lowest number that was drawn. The pole of heat 2 will be the second lowest number drawn, and alternating across heats until line-ups are complete. Cars arriving after wheel-pack has begun will be placed at the back of a heat in the next open spot.
- B) Top "4" finishers in each heat race will go to the "A" main, lined up by their finishing positions. Winner of heat 1 will be pole of A-main and winner of heat 2 will be outside front row before inversion is drawn.
- C) Depending on total car count, number of transfers from the heats and semi-mains could vary to fit program.
- D) The next 4 finishers from each heat will go to the "B" main, lined up by their finishing order from the heat race. There will be no inversion for the "B" main. Four transfers from the "B" will tag the rear of the "A" main.
- E) All lap counts and time limits will be posted on the pit board prior to each event and will be adjusted accordingly to the total number of cars in division.
- F) We will run at least two heats if total car count is 10 or more. We will run three heats when we exceed 18 cars and will run four heat races when car count reaches 25 or higher. When four heat races are run, we will have a 20 car feature event.
- G) The inversion will be a 1, 2, 3 or 4; first, second, third and fourth place finishers. The inversion will be drawn by the winner of the first heat.

**QUALIFYING SHOW**

- A) Draw for qualifying position, lowest number will be first out. The first qualifier will receive one free lap, before going green for two laps back to back.
  1. If a car misses his or her drawn qualifying position by more than two cars; or if they elect to run one lap at the end; or if both laps are illegal due to exceeding the sound requirements of the racetrack; the best starting position they will receive for the heats will be behind the heat race inversions, and 11th in the "A" main event.
  2. With the standard Six-car inversion for the heats, this means the best you can start a heat under this penalty would be fourth row inside or seventh starting position.
  3. If you do not transfer from your heat directly to the "A" main you will be lined up for the "B" main by your legal qualifying time. However the 11th place starting position penalty for the "A" main used currently will still be in effect should you transfer to the "A" main.
- B) The top "6" in each heat race will be inverted by their qualifying times, with heat one's sixth place car being the fast qualifier. The following example are the line-ups for a four-heat program. The numbers illustrated below refer to the qualifying positions of each car.
- C) Top "4" finishers in each heat race will go directly to the feature where they will be lined up by their qualifying times. Fast qualifier that made the "A" from their heat, will draw for the inversion. The nightly inversion will offer a 0, 4, 6 or an 8. These numbers indicate qualifying spots (example 6, 5, 4, 3, 2, 1, 7, 8 if "6" is drawn). In Civil War events the 10th fastest qualifier from heat races (without penalty) will draw the inversion and the options will be a 0, 4, 6, 8 or 10. (Civil War "A" main will be 22 cars.)
- D) The "B" main will consist of the next 16 fast cars that did not make the "A" main. They will be lined up by their qualifying times with no inversion. Any car that does not start their heat race race will tag the rear of the "B" main.
- E) The remaining cars, lined up by times, will make up the "C" main and any DNQ's that do not finish in the top four in heat race competition will tag the "C" main.
- F) We will transfer "2" cars from the "C" to the back of the "B" and take "4" cars from the "B" with positions one and two getting their times back behind the inversion and 3-4 tagging the rear of the line-up. (In Civil War events all four transfers from the B-main event will maintain his or her qualifying time behind the inversion, & 5-6 will tag rear.) If a zero inversion is drawn the "B" transfers best possible starting position would be inside second row of the feature.

**5 MINUTE QUALIFYING RULE**

- This rule applies to qualifying and can vary by racetrack and staging areas.
  - A) If entire field is required to stage (example: Placerville); any car that misses the 5 minute call to stage will loose 1 qualifying lap (no lineup penalty).
  - B) If we are using a staging lane (example: Chico); is you are in the first group of cars to qualify you will have 5 minutes to be staged or you will loose 1 qualifying lap (no lineup penalty).
- QUALIFYING**
  - A) Competitors will be allowed to draw a qualifying number until wheel pack begins; at that time any car that has not drawn a number will be placed at the end of the order. If you arrive late for the draw you will be placed at the front or rear of the qualifying order or be penalized one lap, whichever would keep from giving the late car an unwarranted competitive advantage.
  - B) Qualifying will be two-laps, back-to-back, with the first car out receiving a courtesy lap. C) Once any car trips the timing light twice, he will be done whether he completes the laps or not. THE ONLY EXCEPTION TO THIS RULE WILL BE IN THE EVENT OF A MALFUNCTION WITH THE TIMING EQUIPMENT OR IF A CAR WAS INTERFERING WITH ANOTHER CAR'S QUALIFYING RUN.
  - D) Any car that misses a lap, and is being given another legal attempt, will be sent back out as close as possible to their original spot, not at the end.
  - E) Any car, that, in the opinion of the track officials, pushes off for qualifying and fails to fire until he passes the flag stand in an attempt to receive an extra momentum lap, will receive a checkered flag after his first lap on the clock.

- F) Any car that has a mechanical problem, either before or during his qualifying run, will have two car positions to have it fixed without being penalized if he has not started BOTH laps.
- G) Any car that cannot make their qualifying run, will be placed in the back of a heat or the back of a consolation race as DNQ. In Civil a maximum of 48 cars will start heat races. If you miss your qualifying position by more than 2 cars you will be given one lap at the end and regardless of time you will be positioned no better than 11th in the "A" main and will start the heat lined up behind the inversion. (No penalty in the semi-main, you will receive time recorded.)
- H) Any car that misses their spot by more than two cars, or exceeds the maximum sound level allowed, will be penalized in the "A" main. The best they can start is one position passed the maximum inversion. This penalty will also eliminate qualifying points for that car owner and driver.
- I) If during a multi day show you are unable to qualify (Gold Cup, Fall Nationals etc.) for mechanical reasons, you may at promoters discretion be allowed to qualify the next evening, but you will qualify in the same spot, no redraw (if you drew #5 the first night you will be given that number for the second night).
- J) It is your responsibility to be at the race track on time and have a representative at the drivers meeting. Anything covered at the drivers meeting applies to all competitors.
- K) Arriving late does not release you from compliance.

**5 MINUTE STAGING RULE**

- This rule applies to all non-qualifier, semis and main events.
  - A) All cars in the field, including transfers, will have to be in the staging lane (or area, depending on the track) within a 5 minute time frame announced at the Pit Board, to retain their starting position in that event.
  - B) This will normally be 5 minutes after the checkered flag drops on the preceding race, but can vary depending on the program, infield presentations, and race track.
  - C) At the end of the 5 minute time frame, the Pit Steward will announce that the staging time has expired, and a cone will be placed behind the last car staged. The cars in the staging lane at that time will be lined up by staging area officials to fill all positions that are vacant, and any late arriving cars will be lined up in the order they arrive to the staging area or lane to fill the field.

**ORIGINAL START**

- This rule applies to all races, including any dashes that may be part of the format.
  - A) Double file start in turn four and will be marked by 2 safety cones and 2 white lines. The cone will be approximately 15 feet apart on the infield and white lines will start at the cones and extend on to the track surface.
  - B) This will represent the starting box.
  - C) Both cars in the front row need to be inside the box for a good start, the pole car will set the pace for the field.
  - D) Once the pace is set, all cars will maintain that pace until the start. If a car starts early, or if either car slows after the pace has been set and creates a bad start, one or both cars will be placed at the rear of the field by the call of the Starter and/or Director of Competition.
  - E) A car will be given credit for green flag start, if that car was on the race track at that point of time when the caution lights have been turned off by the starter and the pole-car starts the race in turn four. (Between turn three and the cone or chalk line in four.)
  - F) In the event of going red on the original green flag lap, we will revert to the original crossed-up lineup, with those cars involved going to the back and sliding rows forward to fill the order. No car will be allowed to gain more than two positions by sliding forward; if more than two positions are gained by sliding forward, we will re-cross the line-up instead.
  - G) A competitor will be allowed a maximum of two attempts to push off to start any race and still retain their starting position. THIS IS A COURTESY DON'T ABUSE IT !!!
  - H) Once the field of cars is on the track and lined-up, any car that is missing will be a one-lap grace period to make the race in their original starting position, after that they will tag the rear or miss the race. If they don't take the original green, they will not be allowed to run that race at all.
  - I) You must be in the lane (in line to push depending on track) ready to be pushed, if the pace vehicle has taken 5 laps and you are not in the lane you will lose two spots from your posted starting position. Furthermore if the field is in order on the track and we make two laps you will tag the field if you have not pushed off.

**RESTARTS**

- A) Single file, nose to tail alignment, front straight. The leader sets a consistent pace middle of back straight and starts the race at a point of their choosing, between turn four and a cone located along the front straight. Once any car passes this cone, you are under green flag conditions and free to pass.
- B) Any cars going inside of cone, hitting cone or passing prior to the cone, or failing to maintain a nose to tail alignment, will be considered a jump. The penalty will be two positions back for each car jumped.
- C) If the leader picks the pace up and then backs off before reaching the cone in an effort to stack up the field (brake checks), that will be considered a jump by the leader and the leader will lose two positions.

**FLAGS: YELLOW (CAUTION, MAINTAIN POSITIONS):**

- A) No pit crews are allowed on the race track during yellow flag. (\$50 FINE AFTER FIRST WARNING)
- B) If you stop on a yellow you will go to the back of the lineup.
- C) Any car that receives two charged yellows in any one race will be black flagged for the remainder of the that race, but will receive starting points if earned and/or any position gained at the finish of that race. Being charged with a red and yellow will have the same effect as 2 yellows.
- D) A charged yellow will be when a car brings out the yellow flag by their own actions and not as the result of trying to stop to avoid another incident on the track. A car that stops to avoid a problem will go to the back but will not be charged for purposes of the black flag.
- E) If a car brings out the yellow but continues (i.e. car does 360, but keeps going) that car will be sent to the back for bringing out the flag. This will not be considered a charged yellow flag for purposes of the two-yellow rule.
- F) Courtesy laps, two laps plus one lap to push car: These will be given on yellow flags for any problem when in the designated work area, however, at 10:40 p.m. courtesy laps will be suspended due to curfew restraints an if you have a problem and cannot continue your car will be moved to the infield or nearest point clear of the racing surface to allow completion of the race. If car goes into their own pit area, we won't wait any laps. Any tire change will result in loss of position.
- G) If there are 3 or more cars involved in the yellow (same incident), the cars will go to the rear but will not be blacked flagged (if that would have been their second yellow).
- H) If any car on the track is considered a danger to themselves or other cars due to driving ability or style, we can and will black flag that car regardless of the number of occurrences.

**FLAGS/SCORING: YELLOW FLAG SCORING**

- 1) Do not race to the yellow.
- 2) Straight Yellow: This lap is not counted and will revert back to the previous lap scored.
- 3) All scoring decisions are controlled and finalized by the head scorer, his call is final. If you question a cars position on a restart we will check with the scorer but their call is final and official.

**RED FLAG: (STOP, DANGEROUS CONDITION)**

- 1) Any car involved in a red flag will go to the back of the pack on the restart.
- 2) No pit crews are allowed on the race track until emergency personnel are allowed to reach the scene of the red flag, or when crews are released by track officials.
- INTERFERENCE WITH EMERGENCY PERSONNEL IS AN AUTOMATIC \$100 FINE. NO EXCEPTIONS !!!
- 3) We will have a red flag stop for fuel when we exceed 60-laps of combined yellow and green flag laps, or when the number of laps left to run would exceed that number.
- 4) ALL RED FLAGS WILL BE CONSIDERED CLOSED REDS. No work is allowed on your car and no crew member is to be at your car. Violation will result in immediate disqualification. We may (at the officials discretion) open a red flag for fuel only, etc, but any work on the car would still result in being disqualified.
- 5) The work area during open red flags will be on the back stretch or designated work area. All work is permitted on a red, with the exception of a tire change. If you change a tire on a red you will go to the rear. To hold your position on a restart, car must stay on track. If you go the pit area, you will lose your restart position. Closed reds will be in effect at the director of competition or promoter's discretion if time is an issue.
- 6) If a car is not ready in a timely manner after a red, they will lose their positions and restart the race at the rear of the line up.

**BLACK FLAG: (LEAVE TRACK IMMEDIATELY)**

- Car is not scored from the time the head official advises the starter to drop the black flag to the offending car. (IF CAR IS DISQUALIFIED BY HEAD OFFICIAL, HE/SHE FORFEITS ALL POINTS RECEIVED DURING THAT RACE, INCLUDING STARTING POINTS AND ALL MONIES FOR THE SAME)
- A BLACK FLAG WILL BE DROPPED FOR THE FOLLOWING REASONS:**
  - 1) Loss of muffler or exceeding of sound level.
  - 2) Rough driver and/or unsportsmanlike conduct
  - 3) Loose body panel, that in officials opinion presents a danger to the driver or other competitors, spectators or track personnel. (Car will be allowed to return to the race track, after repairs have been made, during the next caution flag, but will be put to the rear of the field.)
  - 4) Inability to maintain a competitive speed and/or hold their line on the race track.
  - 5) Any situation where any competitor is being sent into the pits by an official, to include, but not limited to the following:
    - A) Excessive smoking
    - B) Unsafe driving
    - C) Any action that would otherwise delay the normal progress of the show.

## ● **RULES OF CONDUCT:**

- 1) NO ALCOHOL AND OR CONTROLLED SUBSTANCES ARE ALLOWED IN THE PIT AREA OR ON THE TRACK.
- 2) Excessive speed or reckless driving in the pits will incur a \$25 fine for the first offense and \$50 fine for the second offense, followed by suspension from the pit area (Four-wheel will be parked for duration of the night).
- 3) Any driver or pit crew member going to another pit area or to another car, and physical action results, the person going to the other car will be fined \$150, the second offense will double the fine (\$300) and will include an automatic three-race suspension.
- 4) Abusive language and/or gestures to officials and/or spectators will result in a minimum \$25 fine, suspension will be as the discretion of the head official.
- 5) Interference with emergency personnel or officials on the race track will be a \$100 fine.
- 6) Use of a race car as a weapon, or in the obvious attempt to hit another car or person will be automatic expulsion from the facility (Minimum \$1000 peace bond for remainder of the season if allowed back at all)
- 7) All competitors are responsible for their pit crews and will be held responsible for their actions. The car can and will be disqualified at the officials discretion as a result of improper conduct by a member(s) of the crew.
- 8) Four wheelers or ATV's are not allowed on the race track or the edge of the race track during an event. In all areas (race track, pit area, etc.) four wheelers or ATV's must be operated in a safe and sane manner and should not exceed ten (10) Miles an hour. ALL FOUR WHEELERS AND ATV'S MUST HAVE THE CAR NUMBER THEY ARE ASSOCIATED WITH IN A LEGIBLE MANNER SO THEY CAN BE IDENTIFIED AT A DISTANCE. CAR OWNERS WILL BE RESPONSIBLE FOR THESE VEHICLES AT ALL TIMES. THIS ALSO INCLUDES MOTORCYCLES AND MOTOR DRIVEN BIKES!!!
- 9) All cars are required to pack the track.
- 10) If a car leaves track for any reason and returns the owner and driver must return with the same car number.
- 11) No changing of car numbers at the track will be permitted. Except for by officials for scoring purposes by adding a letter to a number.
- 12) No car owner changes will be allowed for the purpose of gaining car owner points. (Car owner points for Registered car number - example car number 100 can not run car number 120 if car 120 is not running that event and owner is not present to gain points for car 120 owner.)
- 13) At no time shall anyone run across the track while a race is in progress or track is under green flag conditions.

## ● **DUTIES OF TRACK OFFICIALS:**

### ● **DIRECTOR OF COMPETITION**

- 1) Set race program
- 2) Conducts driver meetings
- 3) Responsible for the setting and issuing of fines and penalties
- 4) Set curfews and maintain fuel lap counts

- 5) Decide in accordance with the promoter, on major suspension and peace-bond penalties.

### ● **PIT MANAGER**

- 1) In charge of number draw
- 2) In charge of posting line ups
- 3) Responsible for line up changes before cars take the track
- 4) Responsible for staging cars and notifying director of cars that are scratched from the program
- 5) Notifies scorer and track announcer of line up changes and updates pit board through mains.
- 6) Handle standard questions on format and assist competitors in contacting track officials when necessary.

### ● **SCORER/TIMER**

- 1) Responsible for timing qualifying and establishes official finishing order.
- 2) Responsible for official finish of all races.
- 3) Advises track officials of cars involved in two-charged yellows and help track fuel lap totals.
- 4) Has the final word of the finish of all races. With the exception of penalties assessed by the director that affect the finishing order.

### ● **TECHNICAL INSPECTOR**

- 1) Responsible for sound level readings
  - 2) Report rule violations to director.
  - 3) Perform random checks for required safety equipment
  - 4) Performs technical inspections on all cars to confirm adherence to stated rules.
  - 5) Performs or supervises protest tear downs and random fuel checks.
- EVERY OFFICIAL AT THE SPEEDWAY HAS THE AUTHORITY TO EXACT A FINE AGAINST A PARTICIPANT FOR ABUSIVE LANGUAGE, UNSPORTSMANLIKE CONDUCT OR ANY PHYSICAL CONTACT. ALL OFFICIALS ARE AT THE TRACK TO HELP CONDUCT A SAFE AND PROFESSIONAL OPERATION BY BOTH THE RACE AND THE RACE FAN. ANY ABUSE, BE IT VERBAL OR PHYSICAL, WILL NOT BE TOLERATED AND WILL RESULT IN A FINE, SUSPENSION OR EXPULSION FROM RACING OR ATTENDANCE PRIVILEGES AT THIS FACILITY.

### ● **CIVIL WAR TECHNICAL RULES:**

#### ● **ENGINES**

- Engines are limited to a maximum of 360 cubic inches. Engines must be cast iron.
- Aluminum heads are permitted. Stock valve angle, 23 degrees plus or minus 2 degrees OEM. Ford and Chrysler are the exception, no roller. No overhead cam type motors or multi valves per cylinder heads permitted.
- No titanium crankshafts or rods will be allowed and must have inspection plug in oil pan.

## ● **INJECTORS**

- Only one nozzle per cylinder. No down nozzles, no injection nozzles drilled directly into head and no computerized injection. Injectors to in individual stack per cylinder design and shall not exceed 2-3/16" maximum inside diameter. Larger injectors may be used, but sleeves a minimum of three inches in length must be installed in the stack above the butterflies. No relief hole may be drilled above the the butterflies on any injector. No throttle body or plenum type injector allowed. If Ford or Chrysler engine used injectors must be restricted to 2" inside diameter and 3" in length.

## ● **FUEL**

- METHANOL ONLY. No additives. No nitro or NOS allowed. Specific gravity not to exceed .82 or within (plus or minus) .10 of standard track fuel sample.

## ● **WEIGHT**

- 1) Cars must weigh a minimum of 1525 pounds WITH driver at any time before, during or after the racing event. ASCS head motor 1450 with driver.
- 2) No bolt on weight.
- 3) You will be DNQ if you are below the minimum weight after Qualifying, and will receive no Qualifying points, and would be placed at the back of the heats or of a non-qualifiers race, which ever applies. (Qualifying points penalty would be lowest qualifying points for the field. Example "Gold Cup" or "Fall Nationals" 200 points to fast qualifiers.)

## ● **WINGS**

- Maximum top wing size of 25 square feet with 30" side panels. One inch wicker bill on 90 degree angle allowed at rear of center foil (Maximum). Center foil must be one piece. Side panels must be one piece. No split or bi-wings. Top wings must not extend beyond outside of rear tire. No wicker-bill on nose wing to exceed 3/8 of an inch. Maximum front wing size 2'x3' and cannot extend beyond the leading edge of front bumper.
- No side foils, rudders, or panels are to be extended beyond roll cage on any side. No body pieces to extend beyond or underneath front torsion tube except hood. Sun shield cannot restrict vision. No wedges or foils underneath race car. No Gurney lips or turn outs on any body panels.

## ● **CHASSIS**

- Any sprint chassis is allowed but it must pass any test described by safety inspector and or manufacturer.
- Roll cage must be of a four-post design. No champ dirt cars. No elliptical (oval shaped) tubing used on or as a part of the main structure. Min. wheel bases 84".
- Fuel cell securely mounted with bladder mandatory. Tank used for qualifying must remain on for all events. Bumpers and nerf bars are mandatory and must be securely mounted.
- No aluminum frames, bumpers or nerf bars. Nerf bars must not be outside tires. Maximum 8" front bumper or 23.5" from center of front axle to front of front bumper. No traction controlled device allowed
- No two-way radios or electronic signaling devices will be allowed

## ● **SHOCKS**

- No cock-pit adjustable or with in reach of driver. No chassis adjustments from cock-pit with exception of wing slider.

## ● **TIRES AND WHEELS**

- 1) Right rear Hoosier Racing tire, stamped M14 (HTW) or D25.
- 2) Left rear Hoosier Racing Tires, stamped D10 or D12 (HTW) or RD12.
- 3) 92.0/16.0-15 part #31172 and 94.0/16-15 part #31192, WILL NOT BE ALLOWED. Calistoga races Right Rear F55 compound OK, Left Rear D15 compound OK.

## ● **EXCESSIVE NOISE**

### ● **MUFFLERS ARE REQUIRED AND MUST MEET 95 DBA. AT 100 FEET.**

- We will make every effort to inform you if your car is running loud during hot laps, but it is your responsibility to check with the Pit Stewart to make sure you were not loud during qualifying. We have a limited number of officials and to make sure you receive as much time as possible to repair sound problems during qualifying, each car should have a crew member check with the steward after their qualifying run.

## ● **SAFETY:**

### ● **SAFETY EQUIPMENT**

- A) Multi-layered fire suit with nomex underwear and socks
- B) Driving gloves and shoes fire retardant
- C) SNELL SA2000, SA2005 or better
- D) Arm restraints, helmet restraint, neck collar
- E) Three inch, five point belts installed in accordance to manufacturers suggested installation. Belts dated within two years of current season.
- F) Padded knee guard and pad on center of steering wheel
- G) Drive line strap or hoop restraint constructed of .065 steel ether welded or bolted to the chassis. Metal hoop restraints must react positively to magnet test.

### ● **SUGGESTED EQUIPMENT**

- A) Rock screen
- B) Drivers head nets
- C) Roll bar padded on drivers opening for safety personnel
- D) Working fire extinguisher in your pit area

- All Cars That Attempt to Run or Do Not Transfer from a D-Main, if needed, will receive a minimum of 10 Points.
- \*Transfer cars forfeit the points earned for that feature event.



## 2007 RULES AND REGULATIONS

### “360” PACIFIC SPRINT CARS CALIFORNIA SPRINT CAR CIVIL WAR SERIES and PLACERVILLE SPEEDWAY

## ● **DISCLAIMER**

- THE FOLLOWING RULES, REGULATIONS AND STANDARDS OF CONDUCT SET FORTH HEREIN ARE DESIGNED TO PROVIDE ALL COMPETITORS, THEIR CREWS AND CAR OWNERS WITH A CLEAR UNDERSTANDING OF THE MINIMUM ACCEPTABLE REQUIREMENTS FOR PARTICIPATION. THESE RULES SHALL GOVERN CONDITIONS OF ALL EVENTS AT THIS FACILITY AND BY PARTICIPATING IN THESE EVENTS, ALL PARTICIPANTS AND THEIR SUPPORT CREWS ARE DEEMED TO HAVE READ, AND AGREE TO COMPLY WITH THE RULES AS LISTED. NO EXPRESSED OR IMPLIED WARRANT OF SAFETY SHALL RESULT FROM PUBLICATION OF THESE RULES. THESE RULES ARE TO ESTABLISH GUIDELINES FOR COMPETITION, AND IN NO WAY ARE A GUARANTEE AGAINST INJURY TO PARTICIPANTS.

- Sprint car racing is a very emotional sport, therefore, good sportsmanship is the cornerstone on any competitive racing program. This must include respect for all participants - drivers, owners, pit crews, and officials. For our part we will try to be consistent with our rules no matter what or who is involved. We will treat all participants with respect and expect similar treatment in return. A racer's Pit area is his castle - therefore please stay out of other racer's pit area.

- CIVIL WAR OFFICIALS RESERVE THE RIGHT TO MAKE FINAL DECISIONS IN THE IMPLEMENTATION AND INTERPRETATION OF ANY RULES OR RACE PROCEDURES AT ANY TIME. NO EQUIPMENT WILL BE CONSIDERED APPROVED BY REASON OF HAVING PASSED THRU INSPECTION UNOBSERVED.**

